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The China Mail

大英八月廿九號 禮拜四日
中華民國己巳年七月廿五日

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/11 3/16.

bilious?
PERHAPS ITS EYES!
Some forms of eye-strain cause biliousness. Our examination will quickly determine whether you need glasses or not. We never prescribe glasses unless they are necessary.
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No. 27,270 HONG KONG, THURSDAY, AUGUST 29, 1929. PRICE \$3.00 Per Month.

ARAB ATTACKS

REPULSED BY FRONTIER FORCE

NAVAL ACTIVITY

"Barham" Detachment Quells Disorder

AIRCRAFT IN ACTION

A communique issued by the Colonial Office last night says that the situation in Jerusalem, Jaffa, and Haifa is quiet.

A naval detachment repressed the disorder in Haifa.

Reconnoitring aircraft fired on the Arabs in the neighbourhoods of Haifa and Ramleh and on the hills around Jerusalem.

A detachment of the Trans-Jordan Frontier Force repulsed attacks on Beit Alpha, westward of Beisan.

The situation in Trans-Jordan is normal.

OFFER FROM JEWISH LEGION

London, Yesterday.

The Colonial Office states that there is little change in the situation in Palestine. Jerusalem, Jaffa, and Haifa are reported quiet, the disorder in the neighbourhood of the last-named place being satisfactorily quelled by a naval detachment from the warship "Barham."

Aircraft have been employed reconnoitring over the disturbed areas, and fire from the air has been opened on parties of Arabs in the neighbourhood of Haifa and Ramleh and on the hills around Jerusalem.

A strong Arab concentration was reported south-east of Gaza, but the aircraft have been unable to locate any parties of Arabs in the neighbourhood and no attack has so far materialised.

Last night continuous attacks on Beit Alpha, four miles west of Beisan, were successfully repulsed by a detachment of the Trans-Jordan Frontier Force.

Telephone lines from Jerusalem to Nazareth, Haifa, and Tiberias are reported cut.

The situation in Trans-Jordan is reported normal.

No reinforcements other than those mentioned in yesterday's statement have been despatched to Palestine.—British Wireless Service.

10,000 Men Ready

Washington, Yesterday.

General Dawes (U.S. Ambassador in London) has cabled the assurance of the British Foreign Office that adequate measures are being taken to guarantee the safety of Americans in Palestine.

The headquarters of the American Palestine Jewish Legion have offered Sir Esme Howard (British Ambassador) the services of 10,000 fighting men to restore peace in Palestine, urging that the first battalion of these be shipped immediately.—Reuter's American Service.

Arabs' Case

London, Yesterday.

The Arab case is expressed in cablegrams received by the Prime Minister to-day. For example, a message from the President of the Arab Executive in Jerusalem states that the naval and military forces may keep order, but permanent order and peace are impossible until the Arabs' national demands for the establishment of a democratic administration and the abolition of the Balfour Declaration are positively considered.

[The Balfour Declaration of November 2, 1917, states that "His Majesty's Government view with favour the establishment in Palestine of a national home for the Jewish people, and will use their best endeavours to facilitate the achievement of that object, it being clearly understood that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities in Palestine, or the rights and political status enjoyed by Jews in any other country."]—

Tanks on Scene

London, Yesterday.

The Jewish Telegraph Agency publishes a report from Beirut that troops and tanks are guarding the Jewish quarter in Damascus.

The Arabs are most excited. Some Policemen and two Arabs were wounded in the course of the Arab demonstrations on Tuesday.—Reuter.

All Quiet!

Cairo, Yesterday.

A telephone message from Jerusalem reports that all was

quiet in the city all day long.—Reuter.

EARLIER CABLES

London, Yesterday.

Reuter's special correspondent in Jerusalem cables that from Friday to Sunday the state of the country was extremely critical, with only 1,200 police available, including less than 200 British. The Arabs regard the collision as inevitable, the result of the alleged aggressive policy of Zionism. There has been no sign of anti-British bias and no public disavowal or denunciation of the brutalities at Hebron which were as bad in character if not in extent as anything in the memory of man.

The outbreak of the crisis is an example of the grim psychology of the Eastern peasant who bears things in silence as long as he can and then suddenly runs amok.

The streets of Jerusalem are largely deserted and the shops mostly closed. Private houses are bolted and barred. The old Russian buildings have been transformed into an armed camp alive with troops and cars. In the Constabulary almost all the senior officials have become ordinary police constables.

Stoned to Death

London, Yesterday.

News has been received in London that Mr. G. R. H. Sykes, Superintendent of the Palestinian Railway at Haifa, was stoned to death on Sunday.

An Enquiry Needed

London, Yesterday.

The situation in Palestine never ought to have got out of hand, declares "The Times," which urges the need for a prompt and searching enquiry both into the responsibilities of the criminals themselves and of the authorities.

"The Times" says it ought to be stated with the utmost authority that our policy in Palestine will be quite unaffected by the efforts of either race to dominate the other. That our policy should stand is necessary both to our honour and our plain interest. If we flinch we should have greater dangers to contend with elsewhere.

Feeling in U.S.A.

Washington, Yesterday.

President Hoover has stated that while the United States Government is naturally anxious for the safety of American subjects in Palestine, he is advised that the British Government has taken strong and extensive measures to restore order. The latest official reports from Jerusalem are more encouraging, for with the arrival of British troops the situation is expected to improve materially henceforward.

A delegation representing various Jewish organisations in the United States has delivered to Mr. Stimson a protest against the "unspeakable atrocities" in Palestine, addressed to Sir Esme Howard for the attention of the British Government, but after an exchange of views with the State Department the delegation decided to withdraw the protest.

Blazing Head Lines

Under blazing head lines every news item from Palestine is splashed in the papers, the comment of which has hitherto been friendly towards Britain, though some quarters are surprised that the British authorities, with a high reputation for efficiency in colonial administration, should apparently have been caught napping.

Other papers suggest that the outbreak has been instigated by bodies of young Jewish Jews.

Warsaw Demonstrations

Warsaw, Yesterday.

There were big Jewish demonstrations yesterday against Britain's alleged atrocities in Palestine. Mounted police prevented thousands of demonstrators from proceeding to the British Legation.—Reuter.

U.S.A. TURNS DOWN EXTRALITY

CHINA NOT READY

NO SYSTEM OF INDEPENDENT COURTS

OBLIGATIONS TO NATIONALS

Shanghai, To-day.

The "Tsingtao Times" of August 24 publishes what is purported to be the official text of the American extrality reply, dated Peking, August 10, to China's Note of April 27.

The reply, after reciting the origin and development of extrality, refers to the Inter-Allied Extrality Commission held in Peking in August 1926, in which 13 nations, including China, signed recommendations which, in the view of the Extrality Commission, are necessary before the abolition of extrality in China is possible, including, inter alia, the placing of China's judicial system upon a more Western-like basis before the abolition of extrality is possible.

Friendship Stressed

The "Tsingtao Times" states that the U.S. reply goes on to say:—

Because of its friendship with the Chinese people and its desire to relinquish extrality as soon as possible, the U.S. Government has followed attentively this subject (referring to judicial reforms), including particularly the progress made by China in carrying out the recommendations of the 1926 Commission.

The United States Government appreciates China's efforts to assimilate Western judicial principles, but would be lacking in sincerity and candour, as well as disregardful of its obligations to its own nationals in China, if it did not frankly state these recommendations have not been substantially carried out, and there does not exist in China to-day a system of independent Chinese Courts, free from extraneous influence, which are capable adequately of doing justice between Chinese and foreign litigants.

Protection of Foreigners

"My Government believes that not until these recommendations are fulfilled in a far greater measure than to-day exists will it be possible for American citizens safely to live and do business in China and for their property to be adequately protected without the intervention of Consular Courts.

Gradual Scheme?

The "Tsingtao Times" says that the note concludes:—

"Anxious by a desire to be helpful the American Government is ready, if the suggestion meets the National Government's approval to participate in negotiations aimed at devising a method for the gradual relinquishment of extrality to China either as to designated territorial areas or as to particular kinds of jurisdiction, or both, provided that such gradual relinquishment proceeds at the same time as steps are taken and improvements achieved by the Chinese Government in the enactment of laws based upon modern concepts of jurisprudence."

—Reuter.

FROM AMERICA!

CHINESE WITH CONTRABAND ARMS

DESTINED FOR KONGMOON

Two Chinese who claimed to be father and son were this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with the unlawful possession of two 38 short revolvers, one long Marver, two cleaning brushes and 73 rounds of ammunition.

The elder man said that all the contraband belonged to him and his son had nothing to do with them. The Magistrate accordingly discharged the son, after the Police had accepted the plea.

Inspector R. Shannon told his Worship that the Police did not take a serious view of the case because the contraband was being taken to Kongmoon. Defendants were arrested yesterday afternoon on the Tung On wharf as they were about to board the s.s. "Sunning."

The two men arrived in Hong Kong from America on the s.s. "Korea Maru" and had put up at a boarding house for four or five days before returning to the country.

A.P.C. MAN WEDS

BRIDE ARRIVES FROM NEAR LONDON

CEREMONY AT REGISTRY

Mr. John Fraser Duncan, of the Asiatic Petroleum Co., Shanghai, was married to Miss Elspeth (Elsie) May Hinch of Bonner Hall, Essex, the bride's home being just outside London.

The marriage took place in the Registry of Marriages, in the Courts of Justice, Hong Kong.

The bride was given away by Captain Saunders of the s.s. "Glenshiel" and attended by Mrs. Howard and Mrs. Harriman, Mr. G. A. Harriman was "best man."

Coming out from home by the "Glenshiel," the bride has been the guest of Mrs. Howard in the interval.

A large number of friends attended the reception in the Hong Kong Hotel, where the health of the bride and bridegroom was toasted prior to their departure to Repulse Bay, where the honeymoon is being spent.

FULL TYPHOON STORY

The fullest story of the typhoon will appear in the issue of the "OVERLAND CHINA MAIL" (ready to-morrow morning)—just the thing to keep for yourself or to send home to your relatives and friends.

A special large edition is being prepared, but to avoid disappointment, ORDER YOUR EXTRA COPY OR COPIES NOW. Orders dealt with in strict rotation. There can be no re-publication of this invaluable record of the Typhoon.

ON IDLE LIST

SPECIAL PLEA FOR TYNESIDE TRADES

DEPUTATION TO PREMIER

London, Yesterday.

Mr. J. Ramsay MacDonald, Prime Minister, to-day received a deputation presenting the Trade Unions connected with the engineering and shipbuilding trades on the Tyneside, who described the extent of unemployment in that area and asked that special consideration should be given to it in the working out of the plans which the Government have in hand for dealing with general unemployment problems.

The Prime Minister, in reply, said that he and his colleagues would give consideration to the views and suggestions put forward by the deputation.—British Wireless Service.

1929 rainfall .56.15 inches

Average 65.19 inches

Deficit 9.05 inches

INDUS OVERFLOWS

MANY VILLAGES WASHED AWAY

NUMBER OF LANDSLIDES

Rawalpindi, Yesterday.

As the result of heavy rains in North-West India, the river Indus has overflowed and washed away many villages in the Nowshera district.

Miles of the grand trunk road to Peshawar are flooded. The road to Murree has been reached by the water in many places. The Kashmir road is blocked by landslides.—Reuter.

SMALLER NAVIES

DEFINITE ANNOUNCEMENT FROM AMERICA

EXPECTED SHORTLY

Washington, Yesterday.

THE HARD LOT OF A WOMAN IN CHINA

SUBMISSIVE TO ALL

EXPERT'S EVIDENCE IN WILL CASE

WHO IS HEAD OF THE FAMILY?

If an old Chinese proverb holds true, then the lot of a woman in China is most unenviable. This oft-quoted saying was recited by a Chinese before his Lordship the Chief Justice, Sir Henry Gollan, this morning at the Supreme Court.

The proverb, translated in English, is to the effect:—

"A woman before her marriage is submissive to her parents. After marriage, she is submissive to her husband. And in old age, she has to be submissive to her sons."

It was also said that if a woman were to exercise the rights and power of a man in China, the punishment for this heinous offence would be death.

These quotations made his Lordship exclaim: "Oh, it is contrary to all our human nature."

The foregoing interesting passages came out when further evidence was called in the Chinese will case.

Mrs. Ching, otherwise Cheung Ching Shi, the wife of Mr. T. T. Ching (some time manager of the now defunct Kwangtung Provincial Bank), was the first witness. As was the case yesterday, the first day, Dr. Lai Chi-hsi, Reader in Chinese History, University of Hong Kong, and the Hon. Dr. S. W. Tsao, O.B.E., LL.D., sat in Court to listen to the evidence so that they may be called later to give expert evidence as to Chinese law and custom.

The Parties (Ching Tin-tau) and Cheung Shiu-fan, both of No. 25, Robinson-road, are joint plaintiffs. They claim to be the executors of the last will, dated June 30, 1927, of Cheung Ng Shi, alias Ng Shau-in, alias Ng She, alias Poshing Tong, late of No. 94, Caine-road, widow, who died on June 30, 1927. They also claimed to have the said will established.

The writ was issued against the defendant, Cheung Shiu-ying, No. 49, Shanghai-street, 3rd floor, as one of the next of kin of deceased.

Mr. Ching is the deceased lady's second son-in-law and the other plaintiff is the deceased lady's second son. Defendant is the eldest (an adopted) son.

Sister's Evidence

Plaintiffs are endeavouring to prove "in solemn form of law" the will in question, under Ordinance No. 1 of 1856 (an Ordinance relating to wills made by Chinese people). One of defendant's allegations in his statement of defence is that his mother did not, at the time the will purports to have been executed, know and approve the contents.

The local estate is valued at between \$40,000 and \$50,000. Under the will, defendant is to receive \$100 a month and half his father's patrimony.

Mrs. Ching, the second daughter of the deceased lady, spoke in reply to questions of Mr. H. G. Sheldon (instructed by Messrs. Johnson, Stokes & Master), who appeared for her husband and younger brother.

Safe Sealed

She described the events on the night of June 29-30, 1927, when the will was brought out of a safe and signed by her mother (whose hand, because she was so weak, was guided by her medical attendant, Dr. Cheung Wing-tai).

Several weeks after her mother's death on the morning of June 30, witness said, the safe in question was sealed. Then it was opened by Mr. T. G. Bennett, solicitor, of Messrs. Johnson, Stokes & Master. Witness was present, as was defendant and many others.

Defendant, who is conducting his own case, put a number of questions in cross-examination and was once rebuked by his Lordship.

He asked his sister if she lived with their mother a few months before the mother's death; and whether the mother left the key to the safe with witness when she (the mother) went out. Witness replied that long before that time their mother had ceased to go out.

GERMANY MUST PAY

THE FORMIDABLE FINAL HURDLE

OCCUPATION COST BOGEY

"We Have Not Agreed," Says Wirth

TORPEDOING THE CONFERENCE

The Conference at The Hague, according to a Reuter's message this morning, is encountering a formidable final hurdle in the shape of inducing Germany to assent to the sacrifices imposed on her in yesterday's agreement. A series of meetings all day long has so far not attained the desired objects. Dr. Stresemann declared: "We have not yet agreed to a single point."

In Berlin political circles refuse to contemplate bigger burdens than the Young plan imposes. The newspapers unanimously express the opinion that Germany is again cornered and must pay the bill or be saddled with the blame for torpedoing the Conference.

CONGRATULATIONS FOR SNOWDEN

The Hague, Yesterday.

The after-dinner conference is continuing with the Germans. So far, it is asserted, the debate has apparently been heated, the Germans strongly objecting to paying the cost of the Rhineland occupation after September 1 which they estimate will amount to \$6,000,000 by the time the last French soldier has been evacuated on June 30, 1930.

On other issues, however, there should apparently be no great difficulty in reaching an agreement.

Conference Adjourned

The Hague, Later.

The conference has been adjourned. The German delegate, Dr. Wirth, emerged looking very stern. He told a representative of Reuter: "We are not agreed." The discussions will continue in the morning.—Reuter.

SNOWDEN'S FIRMNESS

Universal Congratulations From Home

London, Yesterday.

Mr. Philip Snowden received many telegrams at The Hague to-day congratulating him on having, by his firmness obtained 83 per cent. of the demands which he made for Great Britain. These congratulations came from the Prime Minister, members of the Cabinet, leaders of all parties in Great Britain, and prominent British financial personages.

The Representatives of the five Powers—Great Britain, France, Italy, Japan, and Belgium—met Germany's delegates to-day to obtain their assent to the new agreement. Dr. Stresemann, the German Foreign Minister, asked for time to give his reply, and the meeting was postponed until later in the day.

What Snowden Achieved

The amendment of the Young plan of distribution of reparation annuities which Mr. Snowden has achieved may be restated as follows:—

Great Britain secures an additional \$2,000,000 annually. She will now receive as unconditional annuities \$1,800,000 of this sum, also \$200,000 from the balance of the unconditional annuity available under the plan of distribution and, finally, an additional \$2,100,000 to be made available by rearranging the annual amount of the unconditional annuities without increasing the aggregate total in such a way that the amount available for distribution after meeting the service of the Dawes loan should be a fixed sum for each year.

Thus Great Britain receives altogether \$4,800,000 in unconditional annuities.—British Wireless Service.

Earlier News

The Hague, Yesterday.

Mr. Philip Snowden's iron determination has won a great victory. Mr. Snowden himself yesterday showed the four Powers a way out of the impasse at an eight-hour meeting, last night, when hope of averting a breakdown had almost vanished.

M. Briand in a masterly oration pleaded for one more effort at agreement, and urged Mr. Snowden to make suggestions himself.

Dr. Stresemann emphasised that failure of the conference might easily lead to political and financial chaos in Germany.

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From Hong Kong.

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KITANO MARUSaturday, 21st September.

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BOMBAY via Singapore, Penang, & Colombo.

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Mexico & Panama.

RAKYU MARUTuesday, 24th September.

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KAWACHI MARUFriday, 30th August.

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TAKETOYO MARUThursday, 29th August.

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CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARUThursday, 29th August.

PENANG MARUSunday, 8th September.

SHANGHAI, KOBE & YOKOHAMA.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Amazon MARUMonday, 9th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban, & Cape Town.

HAWAII MARUMonday, 7th September.

BOMBAY—Via Singapore & Colombo.

SHINNOH MARUTuesday, 3rd September.

SUMATRA MARUThursday, 19th September.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI-

BAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA—Via Singapore, Penang & Rangoon.

CELEBS MARUSunday, 1st September.

INDUS MARUThursday, 19th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

HONG KONG.

LONDON MARU (From Shanghai) Monday, 5th September.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARUThursday, 5th September.

HAIPHONG—Via Hong Kong & Pakhal.

MENADO MARUThursday, 5th September, 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

BORNEO MARUSunday, 8th September.

SHUNGO MARUWednesday, 11th September.

KELUNG—Via Swatow & Amoy.

KANON MARUSunday, 1st September, 3 p.m.

HOZAN MARUSunday, 8th September, 3 p.m.

TAKAO—Via Swatow & Amoy.

TAKAO & KELUNG.

TAKAO MARUSaturday, 7th September.

For further particulars please apply to—**OSAKA SHOEN KAISHA.**

Tel. Central No. 4089, 4089, 4089.

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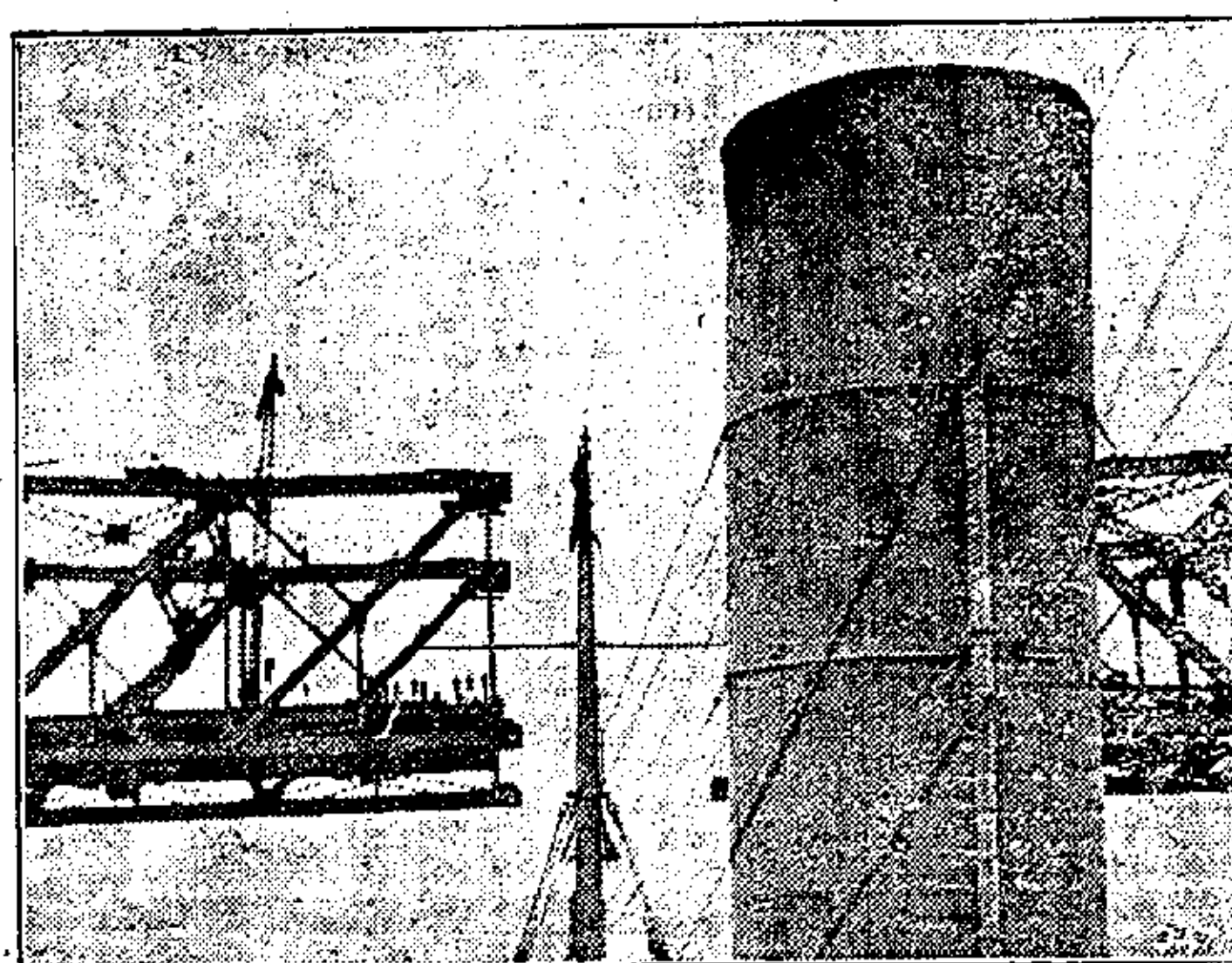
BID FOR PASSENGER TRADE

London, July 19.

In April, 1929, the Port of London Authority is going to make a serious bid to capture some of the big passenger liner business of this country. There will then be a definite move to attract some of the big liners from Southampton to London, and it is hoped that the Union-Castle Line will use the Thames instead of the South Coast.

The Big floating landing-stage at Tilbury is complete. But the L.M.S. Company has not finished the railway connections on land. These will be completed next April, and with the waiting-rooms and Customs department will provide facilities for the rapid handling of the largest liners in the world at the mouth of the Thames. This development is part of the very ambitious improvement scheme in the port, costing altogether £15,000,000; instituted by the Port of London Authority.

Modelled on Liverpool Mr. Frederick Palmer, consulting engineer, immediately in the bid to the harbor of Montreal, although the old result of the photographer's work makes a smash-up seem almost inevitable. As a matter of fact the bridge is actually 25 feet above the tip of the liner's forecast which itself is 30 feet higher than the funnel. The mid-set figures of the steel workers on the bridge give another indication of the great height of the structure.

Curious Optical Illusion

The Duchess of York, 20,000-ton Canadian Pacific trans-Atlantic steamer, is not going to crash the new bridge which, a few days after this picture was taken, was completed across the St. Lawrence in the harbor of Montreal, although the odd result of the photographer's work makes a smash-up seem almost inevitable. As a matter of fact the bridge is actually 25 feet above the tip of the liner's forecast which itself is 30 feet higher than the funnel. The mid-set figures of the steel workers on the bridge give another indication of the great height of the structure.

the delay in the railway side of the programme that prevents the stage being used immediately in the bid to make London the first passenger traffic port of the world. The depth of water at the landing-stage is 40 feet. The length of the stage is 1,150 feet, which will accommodate two ordinary liners or one large ocean greyhound. If necessary another 500 feet can be added to the landing-stage, and then two of the largest ships in the world can lay alongside at Tilbury. This is a dream dear to the heart of Lord Ritchie and the P.L.A.—a dream never likely to crystallise.

"This is, of course, only an experiment," said Mr. C. F. Leach (Vice-Chairman of the P.L.A.), discussing the development with "The Journal of Commerce." But we firmly hope to attract all the big liners to Tilbury, and shall give them the best port facilities possible. We look forward to handling amongst others, the big ships of the P. & O. Line, the Orient Line, British India Co., Cunard Co., Atlantic Transport Co., and the Royal Mail Line.

Foreign Competition The interest with which the shipping world will watch the P.L.A. ambitious development programme grows out of the enterprise shown in this facing fierce competition in foreign ports where labour and conditions allow so much cheaper handling of ships and cargoes. London is losing trade steadily to the Continent. Especially is this so in the entrepot business. The port is by no means as strong as it once was as a transhipment port. It is a dream of inland and wheat, hardly any unsold cargoes now are to be found in the port. The unsold cargo is placed at Antwerp, or another Continental port, because the London charges are too high.

For these, and other reasons, a group of M.P.'s, and other visitors, at the annual inspection of the port to-day congratulated the P.L.A. on its enterprise in launching upon such bold and costly schemes in an endeavour to keep the port in its pre-eminent position in the trade and shipping of the world.

Twenty Years of Progress The guests were entertained on the P.L.A. steam yacht "St. Katherine" by the vice-chairman, Mr. C. F. Leach. After a tour around Tilbury and the river, into King George's Dock and the Royal Albert Dock, Lord Ritchie of Dundee (chairman of the P.L.A.) entertained the guests to lunch at the last dock.

The Port of London Authority, he said, has just completed the first twenty years of its existence. It is therefore appropriate that I should give a brief account of what I have done during that period. To take first the London and St. Katherine system, we have provided new sheds, quays and berths and a pumping installation to maintain the water level within the docks. At the India and Millwall systems we have extended the dry dock and provided new quays and sheds and a new pumping installation, and we are now just completing the construction

of an enlarged entrance to the West India Dock and the cutting of passages between its various branches in order to convert it into a system which will render it one of the most popular and serviceable docks in the port.

The construction of the King George V Dock is, of course, the most important single work we have undertaken. It caters for the largest ships that can enter the port and is equipped with every facility for the rapid handling of cargo. In the Victoria and Albert Docks we have provided a new pumping installation, a cold store and sorting floor and new warehouses for the storage of tobacco. Two additional quays and berths with all the necessary equipment for handling and despatching chilled meat have also been provided.

At Tilbury

At Tilbury we have extended the main dock and provided new sheds and also a berth for the accommodation of the Tilbury-Dunkirk passenger service. The new works at Tilbury, which are now approaching completion, comprise an entrance dock, 1,000 ft. in length, and a dry dock 750 ft. in length, but susceptible of being extended to 1,000 ft. when the necessity arises. A passenger landing stage, 1,150 ft. in length with all the necessary equipment for rapid embarkation and disembarkation of passengers and baggage is nearing completion, and will be available within the next few months. In this work we are co-operating with the L.M.B. Railway, who are providing a new station, and we are looking forward to the large liners making full use of these facilities.

While we have been carrying out our programme of extensions and improvements in the port we have not neglected our own comfort, and that of the staff generally. Thanks to the genius of Sir Edwin Cooper we are housed in a suite of offices which are as fine as can be found anywhere in the world, and are a credit to the port. We have supplied premises and equipment for a head office staff luncheon club in the proximity of the head office, and have established a pension fund more generous to the staff probably than in the case of any other similar organisation.

In conclusion, I am going to give you just one or two figures in order to show you that the Port of London is more than holding its own. The tonnage of shipping entering and leaving the port last year amounted to 55,000,000 net registered tons, equal to 20 per cent. of the total tonnage entering and leaving the ports of the United Kingdom, and comparing with 38,000,000 tons when we took over in 1909, our percentage of the United Kingdom total then being just under 13 per cent. The value of the import and export trade of the port in 1928 amounted to about £700,000,000, representing 34½ per cent. of the total import and export trade of the United Kingdom compared with £323,000,000 in 1909 representing just under 30 per cent. (Applause.)

Contracts That Go Abroad Mr. C. G. Ammon, M.P. (Parliamentary and Financial Secretary to the Admiralty), in his reply on behalf of the guests, indicated how thrilled he had been by the sight of London River—a sight 75 per cent. of the citizens of London knew nothing about. Nor did they know how much this country depended on her overseas trade. He congratulated all the P.L.A. officials and especially Mr. F. Palmer, for his engineering schemes. Sadly enough, he said, in his new post he often had to sign contracts for orders for foreign firms. The foreign prices were lower, but it was not always a question of labour. He had recently had to sign a contract to a United States firm which was 120 per cent. lower than the British price, and there was no underpaid labour in the United States! This country seemed to be suffering from a sort of intellectual laziness and a lack of push and enterprise.

WARSHIPS HERE

The following are the warships at present in harbour:—

At the North Basin:—H.M.S. "Tamar," "Stormcloud," "Moth" and "Seamew."

At the North Arm:—H.M.S. "Sealark."

In Dock:—L19.

No. 7 buoy: "Seraph."

No. 8 buoy: "Seraph."

Foreign Man-of-War

Chinese Gunboat "Kwang Kum."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" arrived at Manila on August 29 (Thurs.) at 6 a.m., leaves Manila on August 30 (Fri.) at 4 p.m., and is due at Hong Kong on September 1 (Sat.) at 7 a.m.

The P. & O. s.s. "Rhiva" from Hong Kong arrived London on Aug. 27 at 6 a.m.

CONSIGNEES' NOTICE

Consignees of cargo ex M.V. "Deebank" are reminded to take delivery of their goods which will be subject to rent after September 2.

With the arrival in the Mersey on Aug. 21 of the White Star liner "Adriatic" (24,563 tons) from New York, and the "Doric" (16,484 tons) from Montreal and Quebec, the White Star line completed a strenuous week-end, during which they have handled 9,021 tons of shipping. The "Leucadia" (18,724 tons) left Liverpool for Canada, and the "Demosthenes" (11,250 tons) sailed for Australia, followed a couple of hours later by the "Albertic" (19,000 tons) for Boston and New York.



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Noon—4th September, 1929.

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DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

1,008 tons—Capt. Trotter.

TUES. 27th AUGUST

MON. 2nd SEPTEMBER

SAT. 7th MON. 23rd

THURS. 12th SAT. 28th

S.S. "TAI MING"

649 tons—Capt. G. J. Spink.

FRI. 30th AUGUST

WED. 4th SEPTEMBER

MON. 9th WED. 25th

SUN. 15th MON. 30th

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S.S. "CITY OF PEKIN" via Suez Canal 9th October.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

S.S. "CITY OF NORWICH" via Suez Canal 6th October.

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MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

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S. S.	Tons	From Hong Kong About	Destination
KASHMIR	8,585	31st Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MOREA	10,553	14th Sept.	Bombay, Marseilles & London.
KARNATA	10,546	28th Sept.	Bombay, Marseilles & London.
KARNATA	9,128	12th Oct.	Marseilles, London, Rotterdam & Antwerp.
MIRZAPUR	6,715	16th Oct.	Straits, Colombo & Bombay.
KALYAN	9,144	26th Oct.	Marseilles, London, Rotterdam & Antwerp.

*Cargo only. †Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*DALGOMA	5,553	4th Sept.	Singapore, Penang & Calcutta.
*GAMBETTA	5,527	15th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	12th Oct.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	21st Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	7th Nov.	Singapore, Penang & Calcutta.

*Calls Rangoon. †Cargo only.

R.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,955	30th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
SE. ALBANS	4,500	4th Oct.	
NELLORE	6,553	1st Nov.	
TANDA	6,955	29th Nov.	
ST. ALBANS	4,500	3rd Jan.	

*Calls Zamboanga, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kailashan, Tawau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARNATA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,006	18th Sept.	Shanghai, Moji, Kobe & Osaka.
*MIRZAPUR	6,715	17th Sept.	Shanghai, Moji, Kobe & Osaka.
TALAMBA	3,013	25th Sept.	Shanghai, Moji, Kobe & Osaka.
*NELLORE	6,553	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,936	1st Oct.	Shanghai, Moji, Kobe & Osaka.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,900	8th Oct.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "CITY OF CANBERRA" ... Via Suez Canal ... 10th September
S.S. "CITY OF NORWICH" ... Via Suez Canal ... 10th September
S.S. "DARDANUS" ... Via Suez Canal ... 10th September
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U.S. SHIPPING

EXPANSION A QUESTIONABLE BENEFIT

ADVANTAGE OVER FOREIGNERS

The National Industrial Conference Board which has been studying the United States merchant marine problems has now issued its report. The Board points out the danger of expansion beyond actual needs, and considers that the Shipping Board should be abolished.

"The present financial and economic position of the United States and of the world shipping industries," the report states, "makes questionable the adoption of any policy which would encourage the development of a U.S. merchant marine larger than that required for national defence and foreign trade, and which would, to an unreasonable extent, lessen the use of foreign shipping services."

The unsatisfactory competitive position of the shipping operating in foreign trade under the U.S. flag, it is pointed out, has been largely responsible for a decrease in recent years in the proportion of United States commerce carried by U.S. ships. In spite of the greatly increased importance of the United States as a maritime nation since the war and the rapid growth of its foreign commerce, it is added, American shipping has shown a definitely declining trend since 1921, and the higher shipbuilding and operating costs.

In 1921

"While in 1921," the report states, "49 per cent. of the total cargo tonnage of the foreign overseas trade of the United States was carried in U.S. bottoms, in 1923 only 41 per cent. was shipped in vessels carrying the U.S. flag. American ships predominate in the total ocean-bound import trade of the United States, of which in 1923 they carried 47 per cent., but foreign vessels carried 57 per cent. of the American export tonnage."

"U.S. vessels predominate in our trade with the Philippines, Mexico, the north and the west coast of South America, Central America, and carry a large portion of American trade with the West Indies and the Orient, but foreign vessels carried the major portion of cargoes exchanged between the United States and Europe and the British Dominions, with the exception of Canada."

"A U.S. merchant marine adequate from the viewpoint of national defence would probably carry a larger proportion of U.S. commerce than is being carried at the present time," the report declares. "Whether that proportion would reach or exceed 50 per cent. the amount usually set as a minimum requirement cannot be predicted. It would seem more important that the shipping services maintained by private enterprise, with Government aid, should meet the needs of the country."

While the Conference believes that "a policy of specifically determined Government aid for the maintenance of a United States merchant marine is advisable for the present at least," because of the highly competitive conditions in the field of world shipping, it qualifies this conclusion with the declaration that "any policy which resulted in an expansion of facilities beyond actual needs would only serve to intensify competition, and to place U.S. operators in a still more unsatisfactory position."

Oil-Burning Ships
The only distinct advantage which U.S. shipping at the present time has over its foreign competitors lies in the possession of a very considerable amount of oil burning ships, according to the report, an advantage, however, which is contingent upon the relationship between the price of oil and of coal.

As regards age and speed, the Board finds the U.S. merchant fleet to compare unfavourably with the fleets of other nations. The larger part of U.S. vessels engaged in foreign trade, in the view of the Board, will soon have to be replaced with faster and more modern ships if the U.S. merchant marine is to constitute either an effective instrument of national defence or a potent agency for the development and protection of foreign trade interests.

The Board considers the early withdrawal of the United States Shipping Board from the field of ship operation a paramount factor in the solution of the merchant marine problem. "The United States Shipping Board has undoubtedly endeavoured to avoid direct competition with private U.S. ship operators, but it is, nevertheless, evident that a merchant marine, partially Government-owned, partly in private hands, is not likely to prove successful."

IN AUSTRALIA

COMMENTS ON WATERWORKERS' DISPUTE

UNFORTUNATELY, AGREEMENT HAS NOT BEEN REACHED

Unfortunately, agreement has not been reached in the negotiations which have been taking place for some months between a committee of the shipowners and the Waterside Workers' Federation according to the latest news from New South Wales. All along the difficulty has been in regard to the volunteer workers who helped the owners to tide over the most serious days of the strike at the Australian ports, for, naturally enough, the shipowners could not throw aside the men who had stood by them in this emergency. An effort has been made to employ an equal number of the volunteers and of the members of the Federation, but the spokesmen for the latter body were unable to approve of certain of the proposals put forward.

It was suggested that, in addition to the employment of Federation men and volunteers, there should be some means by which the employment of all the workers should be regulated, and the insubordination which was a risk at some Australian ports when the trouble was at its worst. For one thing, the shipowners desired to use the volunteer depot for "picking up" selected workers under the control of the shipowners' superintendent, other labour to be obtained from the Federation yard.

It was further suggested that tallies or numbers should be issued to the selected men, which would be forfeited if any of the men were convicted of theft or malicious conduct, and temporarily suspended for insubordination, insobriety, or other misconduct, the right of appeal being always conceded. Of course, the main object of the owners was to get the men belonging to the Federation work amicably with the volunteers, and the Federation itself would be required to agree that no intimidation of volunteers or of their families should take place.

It was intended, should this scheme prove to be satisfactory, that a joint committee, representing the owners and the men, should be set up, which would deal with disputes of a domestic nature.

The employers have intimated that while they recognise that there is sufficient work to keep all the members of the Federation in employment, they owe a duty to the volunteers to see that they are not turned away when they may no longer be required to fill the places of the Federation workers who refused to work on when work was offered to them. It is at this point of the continued employment of volunteers which has proved the greatest stumbling-block in the negotiations which have been proceeding, but the owners are firm in their resolve, to give the volunteers a fair chance of continuing their work.

PLYMOUTH'S TRAFFIC

NEW TENDER FOR PASSENGER SERVICE

The Great Western Railway Co. have recognised that in order efficiently to cope with the increase of passenger and mail traffic into Plymouth, the best possible tender service must be provided between the liners and the Plymouth Docks. In pursuance of this policy the company has had built a new tender, the "Sir John Hawkins," which has just been placed in commission at Plymouth Docks, which will be withdrawn from the service.

The "Sir John Hawkins" is thoroughly up-to-date, and every care has been taken to ensure the comfort of the passengers. An upholstered lounge and smoking room have been provided, in addition to which the vessel is steam-heated throughout, a new feature which will be much appreciated by passengers landing and embarking during winter months. A dining saloon has also been provided, together with ample space on the promenade deck for the storage of mails and baggage. The tender is capable of carrying over 600 passengers between the liners and the docks.

The vessel is also suitable for the excursion traffic between Plymouth and the many resorts which afford varied and delightful sea trips from Plymouth during the summer season. The new vessel was built by Messrs. Earle's Shipbuilding Co., Ltd., Hull, and her general particulars are:—Length overall, 180ft.; length between perpendiculars, 170ft.; breadth, 49ft.; depth from keel to main deck, 15ft. 6in.; draft with bunkers full, water tanks full and stores up, and 200 tons of coal aboard, 12ft. 6in. aft. 10ft. 6in. forward; speed, 12 knots; indicated horse-power, 1,700.

The provision of this new tender will improve considerably the facilities for the development of the ocean passenger and mail traffic at Plymouth.

PASSENGER LIST

ARRIVALS

Per s.s. "Tanda" from Japanese ports, August 23 (all through passengers).

Mr. and Mrs. Baker, E. Bradshaw, Mr. and Mrs. E. J. Buckridge, E. W. Robinson, Mr. and Mrs. Paton and son, J. P. Noonan, Mrs. E. Sutton, Mr. and Mrs. E. T. Shand, Mr. and Mrs. P. Mangin, Miss P. Mangin, Miss M. Murray, H. E. Tucker, E. L. Gould, Mr. and Mrs. Kajiyama and infant, Miss M. Alexander, Mrs. W. E. Harston, M. Kiba, W. J. Hill.

LOOTED BY PIRATES

Poochow, Aug. 21.
It is reported that the merchant vessel "The Lanchester," grounded on the coast here, near Newsham Island. The crew were reported to have been taken away by pirates and about a quarter of a million dollars' worth of goods were lost. The Chinese naval authorities here are endeavouring to get the vessel to render assistance.—Kuo Wen.

MACHPHERSON COLLECTION

The trustees of the Macpherson collection of naval paintings, purchased by Sir James Caird, for the sum of £10,000, and presented by him to the nation, extended their loan of these treasures to the Plymouth Art Gallery to cover the period of Navy Week, which was held at Plymouth from August 17 to August 24.

HOW TO SAVE

GERMANY'S EXAMPLE OF AMALGAMATIONS

MR. W. L. HICHENS' VIEWS

London, July 22.

Like many other shipbuilders and business men, Mr. W. L. Hichens (chairman of Messrs. Cammell Laird and Co.) wants to know what type of work Mr. C. G. Ammon, M.P. (Financial and Parliamentary Secretary to the Admiralty), referred to when he spoke of a British Admiralty contract, that had to go to America because the price was 120 per cent. below the tenders offered by British firms.

Mr. Ammon, M.P., was speaking last Friday at the Port of London Authority lunch, following the annual inspection of the docks, and he said: "How sadly (in his new post) he had signed many contracts for the Admiralty to foreign firms instead of giving the orders to British companies. It was simply because the foreign prices were so much lower. He had recently signed a contract to a U.S.A. firm which was 120 per cent. lower than the British tenders."

"This contract cannot possibly have anything to do with shipbuilding or any of the technical requirements of the Admiralty," said Mr. Hichens to "The Journal of Commerce." "It were so, the boat would be on the other leg. Britain could produce these things 120 per cent. cheaper than the U.S.A. Such orders would certainly have been placed in this country—not simply on a question of policy, but on the question of price. The contract most probably applies to razor blades, or toothbrushes, or some equally small items in the well-being of the British Navy. The difference in price is quite extraordinary, and we await the explanation of Mr. Ammon with keen interest. Britain can still build ships for naval or mercantile purposes—better and at lower prices than other countries."

The Discouraging Outlook
Mr. Hichens went on to discuss the serious outlook for British shipbuilding, and the only hopes for saving the industry.

He dwelt on the fact that for the June quarter the tonnage under construction had risen from 1,353,375 to 1,453,008 tons, being an increase on the quarter of 96,531 tons. The British proportion of the world's total is 51 per cent., an improvement on the second quarter, but still far below the pre-war percentage of about 60 per cent.

The amount of tonnage commenced during the June quarter was 428,400 tons, which is 66,000 tons higher than in the March quarter and almost equal to the tonnage commenced in the December quarter of 1928. The amount of tonnage commenced abroad declined as compared with the March quarter from 232,231 tons to 210,597 tons.

The amount of tonnage launched shows the largest increase, owing to the number of vessels ordered at the beginning of the December quarter of last year nearing completion. While there is more work now on hand, a large proportion of the work is in the completion stages.

The very serious decline in the amount of orders obtained during the first six months of 1929, was dealt with by the Shipbuilding Employers' Federation at the Wages Conference with the Shipyard Trade Unions on July 5, when it was pointed out that the level of orders obtained at the end of last year had not been maintained and that during the three months January, February and March, the tonnage ordered as distinct from work actually commenced during the quarter was less than one-half of the total booked in the last quarter of 1928. For the first six months of this year, it was stated, the tonnage of orders placed would be approximately the same as was booked in the three months October, November and December last year.

The figures of tonnage ordered indicated that the industry must look forward in the coming months to a fresh falling off in the amount of work on hand due to the lower number of orders placed in the first half of the present year. Just as the higher placing of orders in the December quarter had brought down the employment figure for the industry month by month from 33.1 per cent. in October, 1928, to 22.9 per cent. in May, 1929, so that decline in orders in the first six months of the present year, it was pointed out,

SPEED—GOOD SERVICE—COMFORT S.S. CHUEN CHOW

Week Day Sailing from Hong Kong at 2 p.m.

Arriving Macao at 5.30 p.m.

Sailing from Macao at 7.50 a.m.

Arriving Hong Kong at 11.20 a.m.

Sunday Sailing from Macao at 6 p.m.

H.K. 19 p.m.

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Estimates furnished on application.
Hong Kong, April 1, 1924.

CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From U.S.A.

The Motor Vessel, "DEEBANK"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 2nd September, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 8th September, 1929, or they will not be recognised. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 2nd September, 1929, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

THE BANK LINE, LIMITED,
General Agents,
Hong Kong, 27th August, 1929.

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for August (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

August	Sunrise a.m.	Sunset p.m.
29	6.04	6.43
30	6.05	6.42
31	6.05	6.41

RIVER WATER LEVELS

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

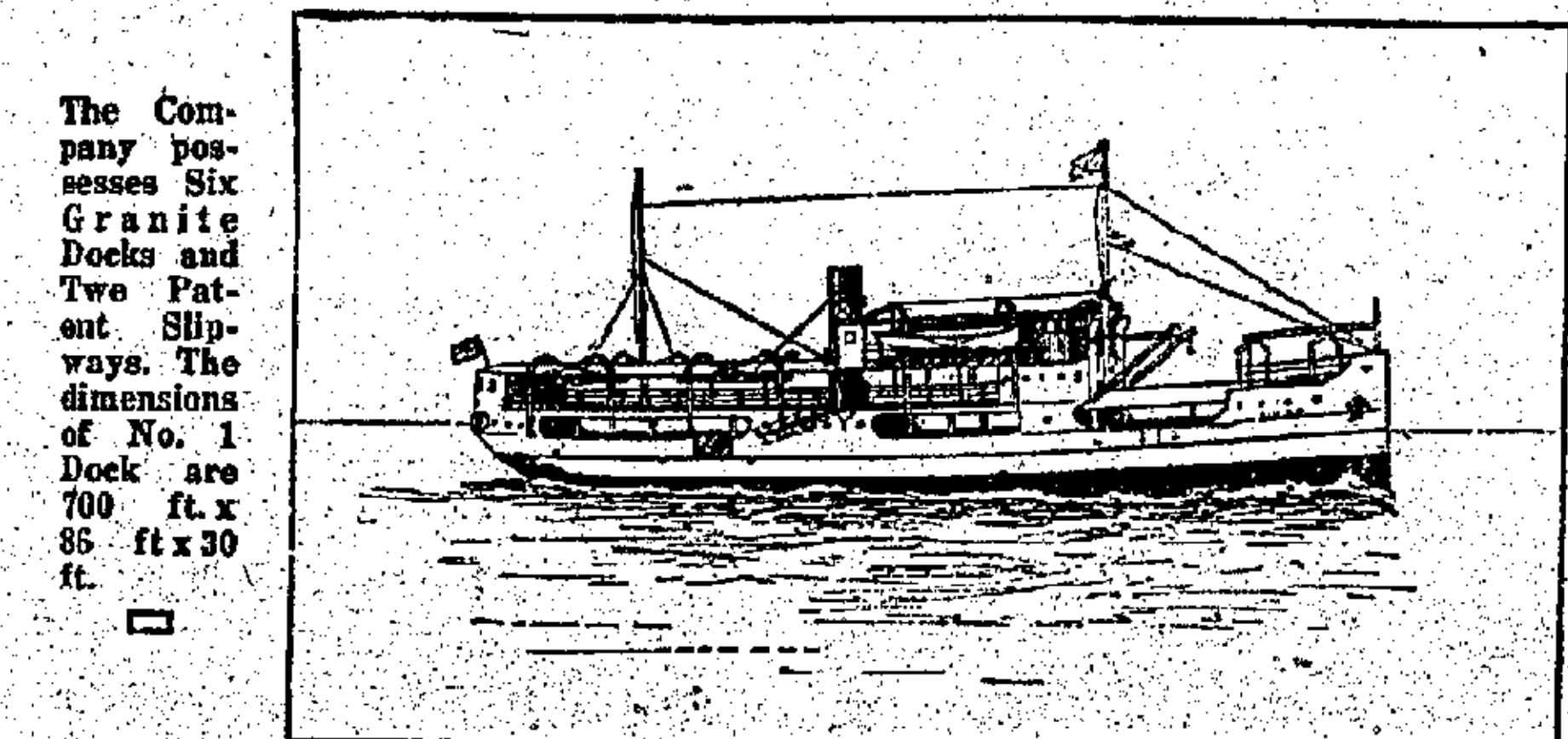
(Water Levels in English Feet)

Place of Observation	Highest W. L. on record	Lowest W. L. on record	W. L. 26/8	W. L. 27/8
West River at Shuihing	+41.0	0	25.1	24.4
North River at Tsingyuen	+23.7	0	11.5	—
North River at Sanshui	+27.3	—	15.6	15.0
East River at Sheklung	+15.2	—	4.5	4.8

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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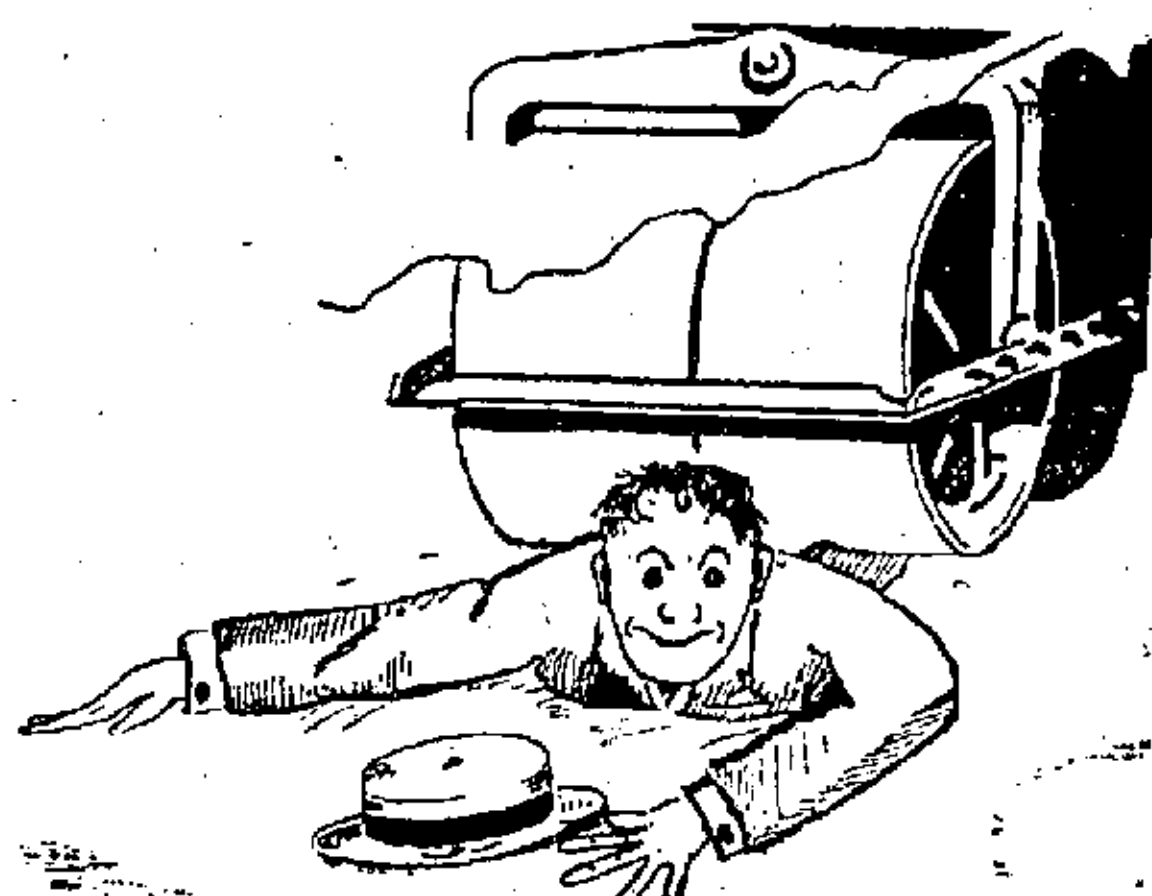
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WITH

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THE HISTORY OF THE STAGE!

COMMENCING

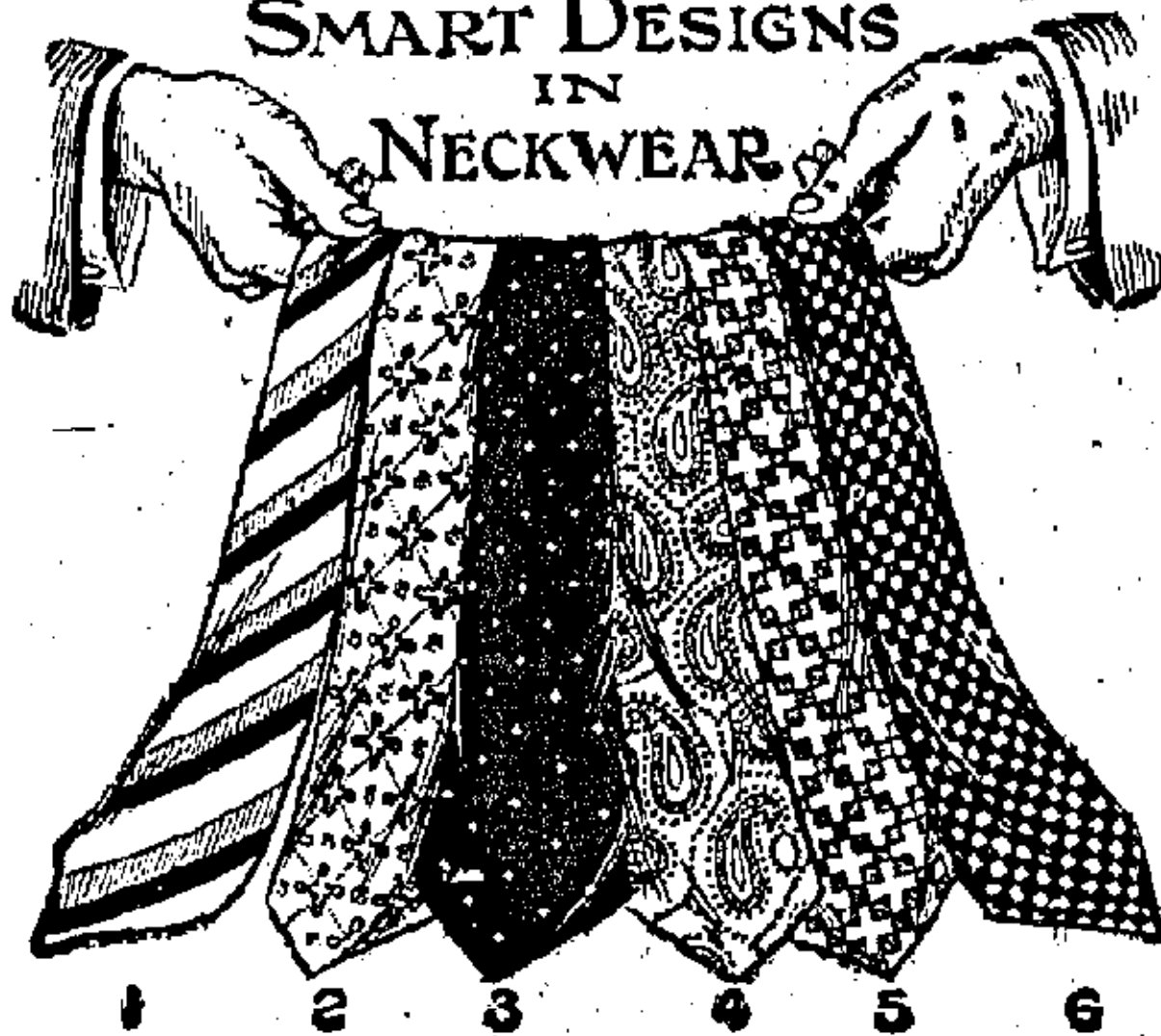
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IN
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MARRIAGE

DUNCAN — HINCH — At Hong
Kong, John Fraser Duncan, son
of Mr. John Duncan of Renfrew,
Scotland, to Elsie May Hinch,
daughter of Mr. and Mrs. F.
Hinch of Bonner Hall, Essex.

Hong Kong, Thursday, Aug. 29, 1929.

"PURE AND UNDEFILED"

In the "China Mail," yesterday
there was published an inspired
appeal for support for a branch
of the English Association here—
inspired, but nevertheless well
reasoned and very ably submitted.
The writing of English, pure and
undefiled, is the aim of all writers
and readers, whether they be
University students or Pro-
fessors, whether they be school
teachers or pupils, whether they
be authors or readers. No
less important is the talking
of English, pure and undefiled.
Many aim to be stylists in writ-
ing. Few aim to be stylists in
talking. The art of letter writing
nowadays may have fallen below
the standard of past decades, but
with the growth of slang and still
more slang in our own and other
languages the art of conversation
has fallen on very evil days. And
yet how much pleasanter to read
a book written in the homely Eng-
lish language, free of alien words
and sentences, free of high-falut-
in terms understood only by the
so-called "dictionary fiend" or the
"walking encyclopedia."

Equally delightful is it to listen
to a lecture or even an ordinary
conversation in which the speaker
has the happy knack of conveying

what he desires to say in the
simplest words to be found in the
English language—words under-
stood by peer and commoner,
words that are indeed winged and
golden because of their very
simplicity. Only lately there has
been a protest against the grow-
ing use of slang in everyday
language, and an effort has been
made to place some of the blame
for this on the cinema, the fear
being expressed that the civil may
become worse with the spread of
the "talkies."

Meanwhile, there is proof on
every hand in Hong Kong of the
wish to learn English, pure and
undefiled, and to talk and write
the simple words by which our
orators of old climbed to the top
of the ladder of fame. Apart
from the fine work being done at
the University and the many
Colleges and public schools, the
number of private schools is
steadily increasing—all aiming at
teaching English. Without a de-
mand there could not possibly be
so many "educational factories"
in our midst. That demand, how-
ever, has to be met. It should be
met, too, by teachers who them-
selves have more than a surface
knowledge of the language that
they seek to impart to others. It
is not enough that pupils should
be able to write a fair or middling
hand. It is not enough that a
pupil should be regarded as "get-
ting on" when he can string a
few words together, with a few
punctuation marks dotted here
and there, and imagine that he is
entitled to honours in English
literature. Wide is the gate that
leads to a real knowledge of Eng-
lish, pure and undefiled, but few
indeed have an honest claim to
enter it.

All this has a bearing on what
may be called the "aims and
objects" of the English Associa-
tion and on the formation of a
branch in Hong Kong. Its title
is plain enough to be understood
by all. And its goal is exactly
what its title conveys. One need
not be numbered amongst the
ablest Professors and learned
literators to join. All that is
needed is a love of the English
language, a pride in writing and
speaking it as it should be
written and spoken and a wish to
further its spread amongst the
nations of the world.

In the Orient the English
language has had a very great
effect in moulding public opinion,
in helping the movement for
greater concord between the West
and the East and in removing
barriers between statesmen and
diplomats of every race. There
may be good work for a branch

of the English Association to do
in our midst here: if so, we can-
not but wish the founders every
success. The movement has so
much in its favour and nothing
at all against it.

Mrs. North will, on Saturday,
open the new Chinese dispensary
in Main-street, Shaikwan West.

A meeting of the Water Emer-
gency Committee will be held to-
day at 5 p.m. in the Council Cham-
ber to receive final reports.

A Chinese was fined \$10 or in
default 14 days' jail by the Kow-
loon Police Magistrate, for stealing
a plank of wood, valued at \$1,
from 213 Portland Street.

Two Chinese dog-owners were
fined \$5 each for allowing their dogs
to be abroad with muzzles. An-
other, who allowed her bitch out of
doors without a muzzle, was fined
\$6, by the Kowloon Magistrate, this
morning.

A cable in yesterday's issue
should have read that the "Graf
Zeppelin" was sighted over Lower
California, a distance of 300 miles
from Los Angeles, 217 minutes
after leaving. There is no news of
the air liner to-day.

For the theft of a pair of
trousers valued at 40 cents, from
Stall No. 16 in Battery-street, a
Chinese was sentenced to two
months' hard labour. Previous
convictions showed that he had
served 14 days a year ago for lar-
ceny.

Degrees	
Temperature, 10 a.m., to-day	79
Temperature, 4 p.m., yesterday	85
Humidity, 10 a.m., to-day	89
Humidity, 4 p.m., yesterday	75

Li Pak, who is charged with as-
saulting a married couple at 70,
Wai Ching Street with a chopper,
was unable to attend Kowloon Court
this morning, owing to sickness.
He is in the Victoria Prison Hos-
pital. Det. Inspector C. P. Fallon
who said that it was not a very
serious case, applied for a week's
formal remand, which was granted.

Before Mr. T. S. Whyte-Smith
at the Kowloon Magistracy this
morning, five Chinese were fined
\$3 each for trespassing on Gov-
ernment Crown land at To Kwa
Wan. Insp. Stimson said that the
defendants had a permit to cut
turf at Po Kung, Ngaushawan, but
they had gone on to the Aero-
drome.

Ho Tai was fined \$10 or 14 days'
hard labour by the Kowloon Magis-
trate for assaulting another Chin-
ese with a chopper, though not
seriously. Both were employees in
a "Mah Jongg" shop at 647 Canton
Road, sweeping up, as the business
was transferred to Kansu Street,
yesterday. His Worship remarked
that it was very serious to use a
chopper on a man.

The following forthcoming wed-
dings are announced.—Mr. Marcus
Antonio de Carvalho, No. 14,
Orient Buildings, Kowloon, to Miss
Elinore Maria Conceicao Osmund,
"The Hut," Castle Road, Hong
Kong; Mr. Sebastiao Esteves
Carvalho, No. 27, Ashley Road, first
floor, Kowloon, to Miss Leonor
Irenis Collaco, No. 12, Tung Hing
Road, Mongkok, Kowloon.

PENANG BISLEY

POINTS IN WARREN SHIELD COMPETITION

Penang, August 19
At the Penang Bisley yesterday
the European Company gained the
highest points in the Warren Shield
competition.

Altogether six teams competed,
including a police team.

The European Co. was first with
319 points, the Chinese Co. second
with 280 and the Eurasian Co. third
with 210.

Apart from shooting, the com-
petition included a five-mile march
covered in one hour and fifteen
minutes.—"Straits Times."

SIR R. HO TUNG

TO BROADCAST MANCHURIA IMPRESSIONS

Mukden, Yesterday.
Sir Robert Ho Tung is to broad-
cast his impressions of Manchuria
at 7.30 on Thursday evening.
The station call is COMK. on
420 metres.—Reuter.

HULLOA CANTON!

TELEPHONE CONNECTION WITH HONG KONG

PROSPECTS HOPEFUL

Canton, Yesterday.
Our correspondent learns from
official circles that the chances of
establishing a telephone connection
between Canton and Hong Kong are
very encouraging.

Considerable progress has been
made in the negotiations between
Canton and Hong Kong. One thing
has been settled, and that is, the
lines will be laid underground.
Canton prefers, however, the
overhead lines for the reason that
they are cheaper to instal and
quicker to complete, but Hong Kong
insists on the underground lines
for safety and less chances of
interruption of communications.

The only impediment to the final
settlement of the present negotia-
tions lies in the difficulty of fixing
the rates of charges and the division
of profits. It is believed that this
question will be studied very care-
fully by both sides, and as far as
the Chinese views are concerned,
the prospects of an understanding
being reached in the near future are
good.

Canton expects that the proposed
telephone line will become very
popular and that the profits will in
a few years pay for the cost of the
installation.—Canton News Agency.

DHOBIES RESCUED

DARING STUNTS BY CIRCUS PERFORMERS

Bombay, July 29.
Reports of heavy rains have been
received from Karachi and other
parts of Sind, as well as from
Gujarat.

In Khairpur State, boats had to
be used in some areas. The rain
continued for 48 hours and several
houses collapsed, burying alive two
persons. The total damage is
estimated at nearly two lakhs of
rupees.

In Ahmedabad, Mr. Gandhi's
headquarters, the Sabarmati river,
which skirts his ashram, tragic
scenes were witnessed.

Thrilling rescues were made by a
troupe attached at Karlekar's Cir-
cus, which is at present at Ahmeda-
bad. Acrobats suspended from the
bridge hung out over the swirling
waters, and, performing daring
acrobatic stunts, rescued six per-
sons who were being carried away
by the flood.

Six Persons Saved

The rescuers are best described
in the manager's own words. He
wired on Saturday as follows:—

"Our circus elephants were taken
to the Sabarmati river by our
mahouts this morning at 10 a.m.,
when the level of the water was as
low as usual. Suddenly, at 10.30,
the flood came down the river, and
it was only with the greatest diffi-
culty that the mahouts were able
to bring the elephants back to the
bank.

"Many dhobies (men and women)
and others, including several chil-
dren, who were on the river bed
were engulfed and swept away by
the flood.

"When the news reached me, as
our circus tent is close to the river,
I sent our ring-master, Chawan,
and a dozen ring-boys equipped
with ropes to Ellis bridge to save
those who were being carried away
by the flood. They succeeded, at
the risk of their own lives, in sav-
ing six persons who were being
carried away by the waters.

"Suspending themselves from the
bridge, head down, over the swirl-
ing waters and doing daring acro-
batics, they hauled out persons who
were being swept away."

The tragedy happened because
there was not much rain at
Ahmedabad, but heavy showers fell
up the river and the flood waters
rushed down like a tidal wave.

"PILOT VERY DRUNK"

EXPLANATION OF AIRMAN'S DEATH

A sensation has been caused by
an official announcement by the
New York City Toxicologist (Dr.
Alexander Goettler) that Wilmer
Stultz, the famous flyer, who piloted
Miss Earhart across the At-
lantic last year, and who was killed
in a spectacular crash with two
companions was "very drunk at the
time of his death."

Dr. Goettler examined the organs
of the deceased at the request of
the authorities, and reported: "The
stomach contained a large amount
of alcohol, and the kidneys, liver,
and brain were largely affected by
alcohol." The dead airman already
had been officially declared respon-
sible for the crash in not having
taken the usual precautions, and in
"stunting" with two young men
who were completely ignorant of
planes.

Dr. Goettler's report has caused
the authorities to start a drive
against all the so-called "Speak-
easies" in the vicinity of aero-
dromes, while officers in charge of
the latter have declared that they
will discharge all pilots found
drinking.

P'RAPS —

P'RAPS NOT!

Donald: "Did you hear that Sandy
MacTavish has got ten days for
stealin' a bottle o' whisky?"
Dugald: "The silly fule! he
should has bocht it and then ho'
peyd for it."

"Where have you been all this
time?" demanded the farmer.
"Have you got the mare shod?"

Old George scratched his grey
head, "Shod? Lor, no, master," he
cried, "I been burying she. I
thought you said shod!"

Snooks: "Hullo! Have you heard
about Poppleton?"

Boy: "The house agent?"

Snooks: "Yes, he has got his
daughter engaged, and he has made
the poor fellow sign a three years'
lease!"

Brcyn: "They say Jones is crazy
on the subject of golf, and his wife
is equally crazy over auction sales."

Smith: "Yes, and the funny
part of it is that they both talk in
their sleep. The other night a
man in the next flat heard Jones
shout 'Fore!' and immediately
Mrs. Jones yelled 'Four-ten!'"

"I really believe Jack has a soft
spot in his heart for me," declared
one young lady, proudly.

"What makes you think that?"

"Why, the dear boy says he is al-
ways thinking of me."

"That's nothing to go by," sneered
the other. "A man doesn't think
with his heart. In all probability
the soft spot you mention is in his
head."

The financier: "How much for
my little girl?"

Conductor: "She is free if under
four."

"But she will occupy a seat all the
same."

"Makes no difference."

"In that case, how much discount
will you give me on my ticket if I
leave her at home?"

"I don't like a friend to domineer
over me," said the young man with
the patient disposition.

"Who has been doing that?"

"My friend Biggs. He borrowed
my dress suit."

"That's a liberty."

"I don't mind that, but when he
asked for my umbrella, I told him I
might want to use it myself. But
he got it just the same."

"How?"

"He simply said: 'Have your own
way; they're your clothes I'm trying
to keep from getting spoilt, not
mine.'"

Two powerful stevedores, who had
had some sort of falling out, were
engaged in unloading a vessel at a
St. Louis dock. Uncomplimentary
remarks and warnings of intended
violence were exchanged whenever
the two passed each other with their
trucks.

"You jest keep on pesticatorin'
around with me," declared one of
the men, "an' you is gwine be able
to settle a mighty big question for
de scientific folks!"

"What question dat?" asked the
other.

"Kin de dead speak?"

Fussy guest: "That's a most
striking photograph of your charm-
ing wife, don't you think?"

"Er—er—yes."

"And er—er the frame—"

"Yes, that's struck me, too."

"He is so generous," said a
modern flapper, praising a young
man of her acquaintance. "He takes
mother and me out to dinner nearly
every week. We dote on him. In
fact," she added with a smile, "we
table d'hôte on him."

"Bobby, if you're a good boy this
afternoon while I'm entertaining
company, I'll give you a penny."

"A penny! Gee whiz, mother, you
are always looking for bargains."

Above them the waterfall
thundered down in a mighty rush-
ing torrent. "A pity to see all
that going to waste," remarked
one of the little party of tourists
to another who stood watching.

The other cordially agreed, and
added, as an afterthought: "I
suppose you're a civil engineer, like
me!"

The first speaker smiled. "It
was rather an artful smile. 'Oh,
no,' he replied blandly: 'I am a
civilian in rather a big way!'"

THEFT FROM AMAHS

CANE AND JAIL FOR TWO LADS

A CAUTION IGNORED

Two young Chinese lads, who were cautioned a fortnight ago, and just missed a caning, appeared at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith on charges of stealing two red woollen blankets, one clock, one wrist watch, two metal smoking pipes, two jackets, and two pairs of trousers, from two amahs who live in the servants' quarters of 313, Nathan Road, where the theft occurred.

Div. Inspector R. A. Marks said that the first defendant was arrested yesterday afternoon in the act of alighting from a ricksha with the goods, in Ningpo Street. Second defendant, who was with the first, ran away, but later was arrested. The value of the stolen articles totalled \$51.

One of the pipes was pawned for 30 cents.

His Worship: The cautioning of a fortnight ago has not done much good. You will both receive 12 strokes of the cane in Court, and do one month's hard labour each. The goods will be returned to the complainants, and also the pipe on paying redemption money to the pawnbroker.

LOTTERY MANIA

WHOLE OUTPUT SEIZED BY POLICE

CHINESE ADMISSION

Leung Nam (52), a shopkeeper of 286, Shanghai-street, was at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, charged with having and running a Po Piu Lottery.

A search of the premises at 2.45 p.m. resulted in Det. Sgt. Humphreys and a Chinese detective discovering 10 Po Piu tickets, announcements, application, prints, and printing inks.

Accused admitted buying the tickets, some for himself and some for his wife.

The Magistrate convicted and fined him \$100 with the option of two months' hard labour.

WILL CASE

(Continued from page 1.)

not know what he was doing. He knew that defendant was the eldest son and should have been called.

Defendant: If you had sent for me, and if the signing of the will was attended to by us, this trouble would not have arisen, would it?

His Lordship: This depends on yourself. If you wish to make trouble you can.

In answer to another question, witness said that he was not a handwriting expert, and he could not say whether the signature on the will was that of his mother.

His Lordship: Don't try to be too smart. Surely you can form an opinion whether it was your mother's writing or not.

Chinese Laws

Expert evidence in regard to Chinese laws governing the making of a will was called from the Hon. Dr. S. W. Tso, O.B.E., LL.D. He said that in China there is no law at all governing the execution of a will. The word "will" in English does not have the same meaning in Chinese. The Chinese word for a will is "Chuk Shu."

"Chuk" means the intention of a person as expressed by word of mouth, and is commonly related to the intention of disposing certain properties after death. "Shu" means reducing that intention to writing.

Signature Does Not Matter

There are also certain laws in China regarding succession or inheritance, but the one possessing the property has the rights to dispose any persons, whether those persons come within the laws regarding to succession or inheritance.

There is no law provided as to what form the will should take, therefore any writing which purports to be the intention of a deceased is valid. It does not matter whether that document is signed by deceased or by others, or even if not signed at all.

Counsel for plaintiff then summarised the facts of the case for witness and asked: If in his opinion, the will in dispute was not a valid one.

Witness said that taking all the facts into consideration the will was good.

Head of the Family

Cross-examined by defendant, Dr. Tso said that the deceased widow would remain the head of the family as long as she was alive.

Defendant then quoted the proverb mentioned above and asked Dr. Tso if that was not the true status of a Chinese woman.

Dr. Tso said that the proverb did not mean that a woman had to be submissive. It all meant that she should "go with or live with" her parents, husband and sons, during her three stages of life.

Case proceeding.

U.S. CITIZENSHIP

NATURALISATION LAW CRITICISED

MILITARY SERVICE

To fight or not to fight? That is the question to which Dr. Douglas C. Macintosh, Canadian professor at Yale University, gave such an unsatisfactory answer in his application for citizenship that Federal Judge Burrows denied the application. Coming, as it does, on the heels of the Supreme Court decision barring Madame Schwimmer, pacifist, on somewhat similar grounds, the Burrows ruling leads the Columbus Ohio State Journal to remark: "When such intelligent people as these are barred from American citizenship, it makes our naturalization laws look extremely silly." Both, incidentally, are too old to be drafted into military service. And, while Madame Schwimmer is an avowed pacifist, and occasionally discusses her beliefs in public, Dr. Macintosh is willing to take up arms in defence of the country, should citizenship be granted, with the reservation, however, that the war must be a just one, and that this is a matter to be decided in his own mind.

Man's Duty to Nation

The professor, who is an ordained minister, is quoted by the "New York World" as saying: "On this matter of bearing arms, there are just three stands you can take. One is out-and-out pacifism. One is the stand I have taken, that I will bear arms if I believe it is for the welfare of mankind. The third is that you will bear arms in any war, the position Judge Burrows holds is necessary for citizenship. I believe the first two are the only ones possible for a Christian."

"Christian ethics, as I view them, make it a man's duty to act for the welfare of all mankind, including his own nation. A man's first duty is toward his family, but not against the welfare of his nation. A man's duty is to his nation, but not against the welfare of all mankind."

"Another great war would be such an irreparable calamity for the world that I cannot pledge myself in advance to support it. I am not a pacifist. If the welfare of the world were threatened, I would fight for it."

The "World" interprets the Burrows ruling as a declaration that a citizen, be he native-born or naturalized, loses all right of individual judgment and action the moment that Congress declares that a state of war exists; that every citizen should thereafter be as completely at the disposition of the President as if he were a soldier.

Universal Conscription

In this paper's opinion, "The absolutelessness of this doctrine is as naive as it is intolerable. The majority of wars in which any great Power engages are no life-and-death struggles in which its existence is at stake but little wars of policy, interest, or accident. It is absurd to lay down a rule which makes it the absolute obligation of the citizen to give unquestioning support to every war. Such a rule would condemn Calhoun and Lincoln, who opposed the Mexican War."

"The rule is contrary to the fundamental policy of the United States. It tacitly assumes that a declaration of war puts universal conscription into effect."

"We do not have, and there is no prospect that we shall have, a permanent conscription law. Our fundamental military policy is and always has been voluntary—that is to say, based on just such right of private judgment as Dr. Macintosh asserts. Conscription has been invoked twice in our history, during the Civil War and during the World War, and immediately abandoned at the end of these wars. When an extraordinary emergency of this kind arises, men of such manifest good faith as Dr. Macintosh will present no serious problem. He

presented none to Canada during the World War.

"Since conscription is not our permanent policy, it would seem to be going pretty far for judges to deal with applicants for citizenship as if conscription was our permanent policy."

The Professor's Views

In New Haven, where Professor Macintosh has taught theology for twenty years, we find The "Journal-Courier" saying: "There can be no question of the general fitness of Professor Macintosh for citizenship. He is an educated man of high moral character and a teacher of marked ability and inspiration. He is a man of courage, as of convictions. He served in the World War, which disclosed his sympathies for the great issues which were then tested. We may fairly judge from that experience that under like conditions he would again offer his services to his country."

The following statement made by Professor Macintosh to this newspaper rings with sincerity and conviction: "I am willing to support my country, even to the extent

lican." "Good citizenship and duty to one's country permit of no reservations," asserts the Memphis Commercial Appeal. Besides, believes the "Milwaukee Journal," it would be a dangerous precedent to permit a would-be citizen to "pick and choose" what he will subscribe to; "one might say that he would not bear arms, only to be followed by another who would elect never to pay taxes, and so on. The logical end of such a course would be anarchy."

Issue Definite and Clear

As the "Kansas City Star" explains: "Dr. Macintosh is an ordained minister. He is also in his fifty-third year. Because of these two things, it is altogether unlikely that he would have been called upon personally to bear arms or engage in national defence."

"But the issue, as the Court emphasized in the Schwimmer case, is the probable influence of that kind of position, especially in the event of conflict. It is neither expedient, wise nor legally possible to make exceptions where a statement of an applicant for citizenship has made the issue definite and clear."

Grant Hall in the West



Grant Hall, senior vice-president of the Canadian Pacific Railway, has been taking his annual tour of inspection in Western Canada and is here shown in the grounds of the Empress Hotel, Victoria, with three old friends. They had just returned from a game of golf and the foursome from left to right is: J. E. McMillan, Canadian Pacific solicitor; Mr. Hall; Chief Justice J. A. MacDonald, and E. H. Macklin, president of the Manitoba Free Press, Winnipeg.

of bearing arms, if asked to do so by the Government, in any war which I can regard as morally justified. But I am not willing to purchase American citizenship by promising beforehand that I will be ready to bear arms for my country in any and every war in which my country may engage, whether morally justifiable or not."

"In other words, it would never enter his head to oppose his Government, even though the justice of its cause has escaped his approval."

"Having renounced war as a policy of government with the universal approval of the people of the country, it seems more or less absurd for the Government to deny a peace-loving and law-abiding applicant for citizenship the enjoyment of it."

Court's Decision Supported

The great majority of the country's newspapers, on the other hand, seem to uphold the decision of Judge Burrows. "The New York Evening Post," for example, recalls the Supreme Court's remark, in the Schwimmer case, that naturalization is not a right, but a privilege. And declares the Charleston (W. Va.) Mail, "Dr. Macintosh should not be accorded privileges that are denied our native-born." "It is difficult," says the "Boston Herald," "to get around the conclusion that Judge Burrows did his duty in this instance." "In fact," notes the Hartford "Times," "he had no discretionary power." "There might be no danger in granting Mr. Macintosh the rights of citizenship," admits the "Washington Star," "but how is it possible to make a rule for one man, and another rule for the great majority?" This is also the view of the "Springfield Repub-

"The readiness of Professor Macintosh to take up arms in a 'just' war hardly helps the situation. If the individual is left to pass upon the issue for himself in each case, there is established the principle by which each person selects the laws he will obey and those he will ignore. With that principle at work there soon would be no country for anybody to defend."

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAYA

News has reached Calcutta of the death, in Manchester, of Dr. J. N. Farquhar, Professor of Comparative Religion at Manchester University since 1924. Since his retirement from India in 1923 he had rendered distinguished service to scholarship as Professor of Comparative Religion in the University of Manchester and Wilde Lecturer in the University of Oxford, as well as by articles on Indian subjects in the leading reviews. He spent nearly 33 years of his life in India.

Miss Bary, daughter of Dr. A. Bary, of Shanghai, who did so well in the Japan lawn tennis tournaments last summer, has achieved even greater success this year. At Unzen she was the only foreign lady to secure a prize in the ladies open singles championship, and this she won, following up by also annexing the singles for foreign ladies only. Miss Bary received two handsome silver cups presented by the Nippon Yusen Kaisha.

The Malayan Agency has just placed an order for a memorial tablet to be erected in St. Mary's Church, Kuala Lumpur, in memory of Mr. Wm. Lane Conlay, C.B.E., who was formerly Commissioner of Police in the Colony and subsequently attached to the Agency in London in which service he died. It is understood that the tablet will comprise a plaque with a silhouette of the deceased, and that the cost is being borne by Mr. Conlay's colleagues in Malaya.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Peninsula Hotel and Repulse Bay Hotel, 8.30 p.m.

Entertainments

To-day—Queen's Theatre: "Dream of Love."

To-day—World Theatre: "Odette."

To-day—Star Theatre: "The Villa by the Sea."

To-day—Majestic Theatre: "The Kid."

Home Mails

To-morrow—Inward from America and ports ("President Jackson").

To-morrow—Outward for South Africa and American ports ("Kawachi Maru"), 3.30 p.m.

Land Sales

Sept. 2—At P.W.D. Offices, two lots of Crown land at Pokfulam and Wong Nei Chung, respectively, 3 p.m.

Lammert's Auctions

To-morrow—At Sales Room, Duddell-street, household furniture, 2.30 p.m.

Sept. 2—At 196, The Peak, Flat 1 (Mount Kelle) household furniture, 11 a.m.

Sports

Sept. 7—H.K.V.D.C. annual aquatic sports meeting at V.R.C., 9 p.m.

FESTIVAL DAY!

"CURIOSITY KILLED THE CAT"

IN A GAMBLING DEN

Twenty-seven richa coolies appeared at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith on charges of gambling at 114, Canton Road. The first two defendants were charged with keeping the house as a gaming place, while the rest with gambling. The first defendant pleaded "not guilty" to keeping, while the second did. Seven of them said that they were watching only, while the rest admitted playing.

One of the Cantonese said that it was a Chu Chow festival day and that, through curiosity, they entered the place where the richa coolies were gambling. There were dolls and paper joss things which drew the four Cantonese in.

Mr. Whyte-Smith advised the Cantonese that they should not have entered.

Sergt. Humphreys indicated that they were playing "Po Chi," and that there was a terrific fight when the police arrested them. The gambling was done very daintily and was aggravating.

His Worship said that he would take a lenient view because the players frankly admitted their respective charges.

Sergt. Humphreys said that it would have been a very serious fight as there were about 100 people in the room. He himself received a cut wrist and one or two more knocks, while two other persons were also hurt.

The second defendant was fined \$60 or, in default, five weeks' jail. The remainder were fined \$2 or four days' jail each. The gambling outfit, and \$11.50 found, were confiscated.

MURDER OF A P.C.

EVIDENCE RESUMED AT KOWLOON MAGISTRACY

This morning at the Kowloon Magistracy before Mr. T. S. Whyte-Smith Lam Ling made his sixth appearance on a charge of the murder of Indian Police Constable B-455 Sapura Singh.

The M.O. in Charge of the Kowloon Hospital, Dr. D. J. Valenfine, gave evidence to say that the accused was admitted to the hospital suffering from a scalp wound and several superficial wounds on both hands which he testified could have been caused through a scuffle. The accused had scratches on the right side of his neck caused by finger nails.

Detective-Inspector C. P. Fallon also gave evidence, which will be continued this afternoon.

It is understood that Mr. Justice Stevens will go to Singapore as puisne judge when Mr. Justice Deane leaves this month. Mr. Justice Stevens was formerly a distinguished member of the Singapore Bar. On his elevation to the Bench he went to Penang, from whence he was transferred to Seremban several months ago.

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L2115	ALBUM LEAF SCHERZO
D1589	LES CLOCHES ROMANCE
D1622	BARCAROLLE LA CINQUANTAINE
D1652	GAVOTTE MADRIGAL

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Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

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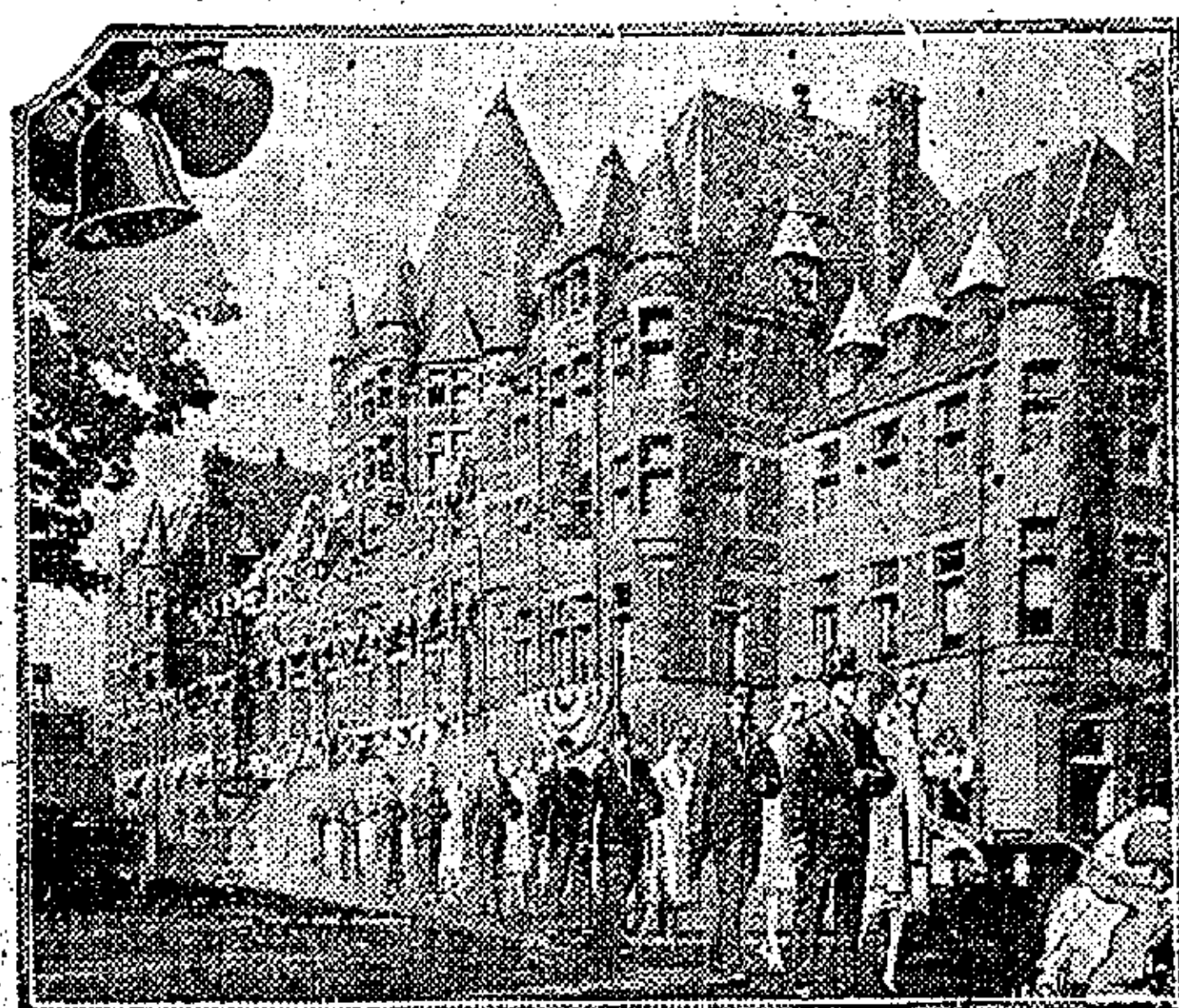
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HONG KONG.

Where Cupid Holds Court



Brides, grooms, weddings, receptions, rice, confetti, and old shoes all combined during June to make the Place Viger Hotel, Montreal, one of the most interesting and exciting places in the city. Manager Dutton and his assistants welcomed the happy couples and their friends by the hundreds, and at one time seriously thought of preparing special quarters for Dan Cupid and a permanent check room for his bow and arrow. Guests at the famous old hotel heard the wedding ceremony in many forms, and the "best wishes" of friends delivered in many tongues.

The Place Viger was the headquarters for Romance during June, and is still carrying on the good work.

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A WEEK'S PAPERS IN ONE.

OVERLAND CHINA

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with PICTURES of all local events
is given in the

OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.

Because it struck the Colony on a Thursday, the typhoon is reported in this week's "Overland China Mail," the first weekly news budget published after the event. But because it is printed this week, the "Overland" contains a complete account, not only of the storm here, but also of the aftermath and its effect on other places. The full story will be eagerly read elsewhere as many people will desire to amplify their information (from the perusal of cursory cables) of what occurred.

Your folks in the Old Country, your friends outside Hong Kong, and your "pal" on Home leave will think it very thoughtful of you to post a copy or two to "let them know all about it."

Furthermore, there is much else of interest in the "Overland." As usual, a large variety of items is covered, dealing with "local" events, of which there are so many of importance that it is difficult to single out a few for mention.

Then, again, the Home papers have been giving prominence to incidents in Manchuria, in the dispute between China and Russia. The "Overland" contains all the informative cables and articles obtainable about this latest "war" and it will be read studiously in both Europe and America.

The art supplement of the "China Mail" is given away free with the "Overland." Make sure of your requirements as the demand this week is already heavy.

In the whirl of a trying Hong Kong summer, letters to relatives and friends are often the only pleasure and interest its weekly arrival brings. For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a hint to the "Overland China Mail."

The word "Overland" is a reminder of the experiences behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL"

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 3/4
Bank, on demand	1/11 5/16
Bank, 30 days' sight	1/11 1/2
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 3/4
Documentary 4 months' sight	2/- 3/4
On Paris—	
On demand	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129 1/2
On demand	129 1/2
On Calcutta—	
Wire	129 1/2
On demand	129 1/2
On Singapore—	
On demand	83 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	82 1/4
30 day's sight (private paper)	—
On Yokohama—	
On demand	100
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 5/16
Rar Silver in Hong Kong	3% dis.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	25 1/4 % dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES

London, Yesterday.	
Paris	123.875
New York	4.84 25/32
Brussels	34.865
Geneva	25.185
Amsterdam	12.10
Milan	92.695
Berlin	20.355
Stockholm	18.095
Copenhagen	18.215
Oslo	18.205
Vienna	34.42
Prague	163 1/4
Helsingfors	192 1/2
Madrid	32.955
Lisbon	108.20
Athens	375
Bucharest	817
Rio	57 1/2
Buenos Aires	47 1/4
Bombay	1/5 29/32
Shanghai	2/4 3/4
Hong Kong	1/11 1/2
Yokohama	1/11 1/16
Silver Spot	24 5/16
Silver Forward	24 7/16

—British Wireless Service.

GENERAL'S CRIME

CHANG FACES TRIAL IN OCTOBER

Tokyo, Aug. 22.

The case in which General Chang Tsung-chang several weeks ago was charged with having shot to death with a revolver Mr. Hsien Kai, the fifth son of the former Chinese Prince Su, has been tried at the Oita District Court and the preliminary trial was completed yesterday. It has been decided that the case will be brought to a formal trial at the same court in early October next.

General Chang is now charged with having inflicted an injury upon the victim through criminal negligence, leading to death.—Rengo.

THE SEASON'S MALADY!

The long winter months form one of the least pleasant periods of the seasons' round. Nature's whole life is at a standstill and woods, gardens and parks are denuded and desolate. Man suffers in equal degree, for bleak winds irritate the sensitive mucous membranes of his mouth and nose, and the constant changes of temperature make his body an ideal soil for colds, chills, influenza and worse. This happens year after year: an obstinate catarrh, a hoarse voice, painful breathing, sharp pains in the limbs and you know that you have caught a thorough chill. What is to be done? There is a wide choice of household remedies all with their advocates: hot drinks, lozenges, poultices and liniments in infinite variety, but their effect is superficial only and they can give no fundamental relief. You must choose something that goes to the root of the matter, and nothing will drive away a chill, with all its accompanying symptoms, so rapidly as the old and tried friend "Aspirin." More than any other drug "household remedy" in the best sense, and it continues to prove its value time and time again.

T.T. on London

T.T. on Shanghai

Banks

H.K. Bank	\$1230 b
H.K. London Reg.	\$125 1/2 n
Chartered Bank	\$20 b
Mercantile A. & B.	\$32 1/4 n
Mercantile C.	\$15 1/4 n
P. & O. Bank	—
Bank of East Asia	\$90 1/4 n

Insurances

Canton Insurance	\$630 n
Union Insurance	\$350 b
North China Insurance	\$150 b
Yangtze Insurance	\$450 n
China Underwriters	\$2 n
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$760 s

Shipping

Douglases	\$27 1/2 n
H.K. Steamboats	\$25 n
H.K. Tugs & Lighters ..	—
Indo-China (Pref.)	\$47 s
Indo-Chinas (Def.)	\$70 s
Shell Transports (old) ..	\$98 1/6 n
Shell Transports (new) ..	—
Union Waterboats	\$22 s

Mining

Benguets	\$3.10 b
Kailan Mining Ad.	\$2/6 n
Langkats (comb.)	\$15 n
Langkats (single)	\$9 1/4 n
Shanghai Explorations ..	\$72 s
Shanghai Loans	\$4 1/4 n
Raub	\$9 1/4 n
Tronoh Mines	\$21/- b

Docks, Wharves, Godowns, &c.

H.K. Wharves	\$129 b
H.K. & W. Docks	\$32 1/2 n
China Providents	\$4.30 b 4.35 n
Hongkew	\$182 1/2 b
New Engineerings	\$7 1/2 b
Shanghai Docks	\$141 b

Cotton Mills

Ewo Cottons	\$17.35 b 17 1/2 s
Shanghai Cottons (old) ..	\$17.60 sa
Shanghai Cottons (new) ..	\$17.60 sa
Zong Sings	\$10.40 b

Lands, Hotels & Buildings

H.K. & S. Hotels	\$8.40 b 8 1/2 sa
H.K. Lands	\$60 1/4 b
Shanghai Lands	\$150 b
Humphreys' Estates	\$14.15 b & sa
H.K. Realities	\$8 b
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. Tramways	\$18 b & sa
Peak Trams (old)	\$11.80 s
Peak Trams (new)	\$6.05 n
Star Ferries	\$65 1/2 b
China Lights (comb.)	—
China Lights (old)	\$12.80 s
China Lights (new)	\$12.60 s
China Lights 1928 issue ..	—
H.K. Electric (old)	\$59 1/4 s 60 sa
H.K. Electric (new)	—
Macao Electric	\$26 1/4 n
H.K. Telephones	\$6.70 n
China Buses	\$14 1/4 b
Singapore Traction	\$11/- s
Singapore Pref.	\$20/- b
Sandakan Lts.	\$2 1/2 s

Industrials

China Sugars	95 cts. s
Malabon Sugars	\$27 n
Canton Tees	\$2 b
Cements (comb.)	\$8.90 s
Cements (old)	\$7.70 b
Cements (new)	\$1.20 n
H.K. Ropes (old)	\$6 1/4 s
H.K. Ropes (new)	—
United Asbestos	\$5 b

Stores, &c.

Dairy Farms	\$19.90 n
Watsons	\$11.90 b
Der A. Wings	80 cts. n
Lane Crawfords	\$1 1/4 n
Mackintoshes	\$18 b
Sinceres	\$12 b
Wm. Powells	\$2 1/4 s

Miscellaneous

H.K. Amusements	\$25 n
H.K. Constructions	\$1.55 n
B. Ind. G.S. Bonds	\$4 1/2 % n
H.K. Govt. Loans	8% prem.
Chinese Estates	\$99 s

PLAGUE

PREVENTION STATION FOR CANTON?

Canton, Yesterday.

It is suggested that General Chan Ming-shu is seriously contemplating the establishment of a plague prevention station in Canton.

The station will study not only all contagious diseases as well as the treatment of same, but also the manufacture of serums of all kinds, following the model of the Peking Plague Prevention Bureau, which has been operating for many years, being supported by Customs funds.—Canton News Agency.

CHINESE "ACE"

TO FLY FROM CANTON TO NANKING

Canton, Yesterday.

We are reliably informed that General Chang Wai-chang, the newly-appointed Director of the National Aviation Administration, will leave next Sunday morning, weather permitting, by plane for Nanking via Amoy.

As previously reported, he will be accompanied by six other planes.—Canton News Agency.

BUS FATALITY

YOUTH KNOCKED DOWN IN KOWLOON

"DEATH BY MISADVENTURE"

Yesterday Mr. T. S. Whyte-Smith, Coroner, and a jury held an inquiry into the death of a Chinese youth, who was knocked down by a bus belonging to the Kowloon Motor Bus Co., in Prince Edward-road, on July 26.

Mr. D. L. Strellett watched the proceedings in the interest of the Bus Company.

The principal witness was Mr. A. C. Tinson, of the China Light and Power Co., Ltd. He said that he drove an Austin Seven to Prince Edward-road, to inspect some of the Company's lines. The car was parked on the north side of the road, and then witness proceeded to walk down the road to carry out his inspection.

Heard A Crash

He had gone only about 20 paces when he heard a crash, and looking round saw that his Austin had been hit by the bus and thrown into a ditch by the side of the road. Between witness and the bus was a Chinese who was also struck by the bus. The bus carried on, and witness had to step into the middle of the road to avoid it. Mary Ahwee said that she was standing on the verandah of the Kowloon Dairy when the accident occurred. At the time the bus was travelling toward Kowloon City at a very fast speed. Suddenly the bus swerved to the north side of the road and hit the Austin. There was no apparent reason for the swerving, and she thought that the driver had lost control. She telephoned to the Police, and when later she found that a man had been injured, she telephoned for the ambulance.

A Narrow Escape

A Chinese employed in the market said that the youth was walking about 12 feet in front of him. Suddenly he heard a crash and simultaneously was knocked into a vegetable bed by the side of the road. Later when he climbed back, he saw a man lying dead on the road.

When questioned by the Coroner, the bus driver intimated that he did not wish to give evidence.

The Coroner pointed out to the driver that, as the result of the inquiry, there might be criminal proceedings. There seemed to be a good deal of evidence to prove negligence, and the jury had no explanation as to why he (the driver) had swerved the bus.

Driver's Story

The driver then elected to give evidence. Describing the accident he said that he saw a man carrying a load of sawdust and sounded his horn. The man ran across the road from left to right and when he again sounded his horn the pedestrian ran back to the left again. It was raining at the time and he swerved to avoid the lad. In doing so the mudguard of the bus struck the Austin Seven.

The Coroner: Is this man you are talking about the man who was killed?

Witness: Yes.

Continuing witness said that he applied his brakes but the bus still moved forward and knocked the lad down. He stopped the bus and alighted. The lad was seen lying at the rear of the bus.

Replying to another question by the Coroner, the driver said that the bus was travelling at the rate of 12 miles per hour at the time.

The jury returned a verdict of "Death by Misadventure."

TYPHOON MAP OF THE CHINA SEA



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MEN'S WEAR STYLISTS.

Sport Columns

TENNIS

UNIVERSITY BEATEN BY H.K.C.C.

"B" DIVISION

Playing on their own ground, the Hong Kong Cricket Club easily defeated the Hong Kong University yesterday afternoon in the "B" division, by 8 sets to 1. The scores were:—

O. E. C. Martin and C. E. Holmes (H.K.C.C.)—

beat T. K. Lien and P. Y. Khoo 10-8

beat G. F. Chew and L. D. Silva 6-2

beat P. P. Kho and L. Oppenheim 6-2

R. K. Valentia and Dr. J. Montgomery (H.K.C.C.)—

lost to T. K. Lien and P. Y. Khoo 6-8

beat G. F. Chew and L. D. Silva 6-4

beat P. P. Kho and L. Oppenheim 6-1

J. Rodger and E. J. R. Mitchell (H.K.C.C.)—

beat T. K. Lien and P. Y. Khoo 6-2

beat G. F. Chew and L. D. Silva 6-2

beat P. P. Kho and L. Oppenheim 7-5

THE DANGER OF NOISY DEMONSTRATION

UMPIRES AND LINESMEN

The lawn tennis correspondent of the "Observer" writes:

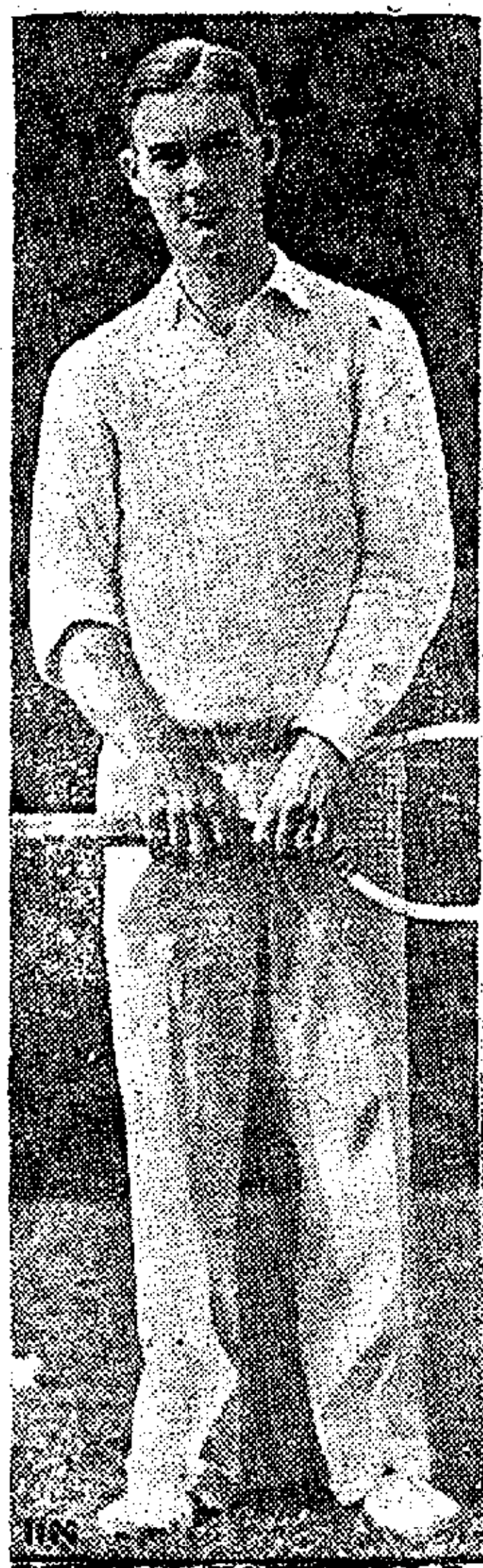
A most unexpected thing happened at the dinner given by the Lawn Tennis Association at the close of the recent championships meeting at Wimbledon. Dr. J. C. Gregory, in the course of his reply to the toast of his health, actually paid a tribute—and a well-earned tribute—to the good work done by the umpires and linesmen at Wimbledon. Praise very seldom comes the way of these hard-working officials: their portion is more often the kick of contumely than the half-penny of encouragement. There is, indeed, a popular superstition, perhaps originating in and certainly fostered by the sketches of a popular caricaturist in the daily Press, that linesmen on the centre court of Wimbledon are selected mainly for their ability to sleep through even the most exciting match: with the result that it is a commonplace to hear, after many a match, assertions that the "lineing" was disgraceful, and that So-and-so was "umpired out of the match."

Now it is not too much to say that in nineteen cases out of twenty such allegations are utterly unfounded. The linesmen at Wimbledon are, at any rate nowadays, what ever they may have been in the past, most carefully selected; and all of them know their business thoroughly. This is not to say that mistakes are never made; since linesmen are human and not mechanical, they do—very rarely—make errors. The "cannon-ball" service of a Tilden, for example, travels at such a speed that, in the case of a near thing, even the linesman can hardly be sure whether it just grazed the line or not. But he, at any rate, is looking straight along the line, and is nearer to it than anybody else. He is in the best position, therefore, to judge: yet often enough his decision will be stigmatised as "disgraceful" by people sitting in the stands at both ends of the ground, who cannot possibly be in a position to see the exact spot pitched on by a ball which is travelling at great speed towards or away from them, as the case may be.

Advice in Plenty

An even more frequent case of disagreement with a linesman's decision occurs when a base-line judgment is in issue. The linesman calls "Out!" spectators see, as they think, the chalk fly, and shout their disapproval. They do not know (and if they did they probably would not care) that, after much play, the turf near the baselines is so worn away that the surface is loose and powdery. That the line should be as perfectly marked on such a surface as it is is a tribute to the skill of the groundman: but the effect of a hard-hit ball pitching

within some inches of the line on the loose surface is to "explode" a cloud of dust and chalk and give rise to the supposition that the ball must have hit the line. The linesman knows, the spectators don't; but that, unfortunately, doesn't prevent them being vocal, though they ought to know better. It may be said with truth that spectators are never good judges: and a sufficient proof of this assertion may be adduced in the case, which sometimes happens (but not at Wimbledon), of an umpire appealing to the spectators on a point as to which



George M. Lott, young Chicago netman, replaced Francis T. Hunter, court veteran, in the final round of the Davis Cup play with France, at Paris. The Americans lost.

he is doubtful. He invariably gets both opinions—"in" and "out." It was pleasant to see this year far fewer unfavourable comments on umpires and linesmen in the daily Press than on previous occasions. If spectators would also learn this lesson it would certainly add to the dignity both of the meeting and of themselves.

Decisions of umpires, not in connection with lines at all, are also sometimes questioned in unmeasured terms. An incident this year occurred when an umpire in the Centre Court very properly gave a point against a player because he had volleyed the ball before it had crossed the net. Without taking the trouble to find out the reason for the umpire's decision, a well-known player volunteered his opinion that "that man never ought to be allowed to umpire in the Centre Court again: he penalised So-and-so for following the ball over the net with his racket!" Yet the umpire was perfectly right, and the critic was perfectly wrong: but the umpire is defenceless, and the critic's word is taken as gospel.

Doing Their Best

Naturally, mistakes occur more often in matches in which there are no, or perhaps only one or two, linesmen, because the umpire in that case has to give decisions himself: and, as he cannot look straight along all the lines of a court, even from his exalted position, he may well make an occasional mistake. It is often said that every important match ought to have a full staff of linesmen provided for it. But every match is an "important" match to the players in it: and to provide seven linesmen and an umpire for each one of some sixty

matches every day would necessitate the number of umpires and linesmen being at least quadrupled from what it is at present, i.e., the employment of quite 500 of these hard-working and conscientious officials. This, though possibly desirable, is outside the range of practicability, and players recognise that it is so.

Whatever the attitude of the crowd towards umpires and linesmen may be, it is the rarest thing to hear a complaint from a player. Players know that those in charge of their match are doing their best, and know, moreover, (and this is specially valuable where foreign players are concerned) that their decisions, even if they are occasionally wrong, will be absolutely fair and unbiased. This is a great, if not a unique, reputation to have earned, and, in thanking the umpires and linesmen for their work, Dr. Gregory gave them no more than their due. The applause which followed his remarks (after the first shock that anyone had troubled to remember these officials was over!) showed that the players of thirty nations endorsed all he had said; and, if the players are satisfied, ill-informed criticism from outside may very well be treated with a tolerant amusement. Few players would come to Wimbledon if the Championships were umpired from the gallery!

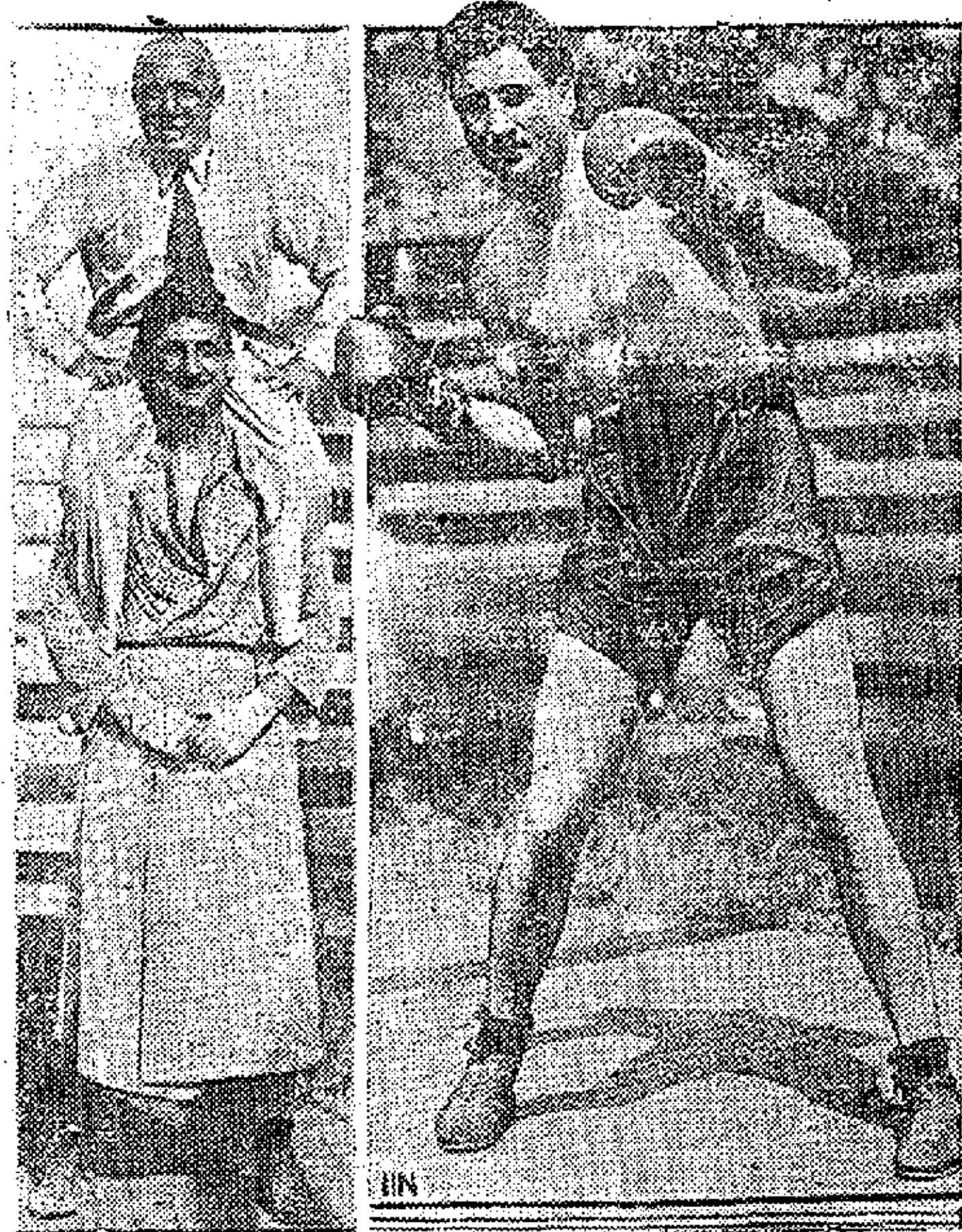
SWIMMING

The Amateur Swimming Association have received some details of the visit of the German national team, which is going to England on an official visit in September. Two fixtures have been arranged, one at Birmingham on September 26 next, and the other in London two days later.

A water polo match between England and Germany will be the main event on each occasion, but there will also be team races between the two countries. The teams will consist of four men, each swimming 200 or 220 yards, as best suited to the bath. The Selection Committee are inviting nominations for places in the team, and it is especially hoped that the best swimmers of the country will be available.

Another important international event is the newly-inaugurated speed swimming contest, to which England, Scotland, and Wales are being invited to send representatives. This year's competition will take place at Paisley on October 12. It is not anticipated that Wales will be able to send a team, so the contest will probably be confined this year to Scotland and England.

Ladies' Long-Distance Championship Miss G. Vine-Jackson, of the Hamersmith Ladies' S.C., won the Ladies' Long Distance Swimming Championship in the River Thames, her time for the course of five miles from Kew to Putney being 1 hour 14 minutes 7 seconds; Miss Sweetser (Shiverer Club, Brighton) was second in 1 hour 15 minutes 33.1/5 seconds; and Miss Turner (Bournemouth) third in 1 hour 15 minutes 51.4/5 seconds.



Victorio Campolo, giant Argentine Gauchito, is the most recent heavyweight hope of South America. He is taller than Jess Willard and stronger than Luis Firpo, the Bull of the Pampas. Just look him over at the right. Some idea of his strength is shown at the left where he holds Humbert Eugary, right promoter, on his shoulders as though Humbert were a mere child.

LAWN BOWLS

KOWLOON C.C. DEFEATED BY 18 SHOTS

SPORTS CLUB TO THE FORE

The Sports Club is making a bid for front route in the realm of lawn bowls, and in their match against the K.C.C. yesterday, they decisively won the rubber by a comfortable margin of 18 shots.

Kowloon C.C.	Sports Club
Gittins	Sutton
Petheram	Langenstrasse
Lammert	Southern
Gibson	Bradbury
(Skip) 12	(Skip) 20
Brace	Whyte
Hyde-Lay	Jordan
Silkstone	Alves
Fraser	Edwards
(Skip) 16	(Skip) 28
	28
	46

KENT WIN THE INTER-COUNTY CHAMPIONSHIP

Kent won the Inter-County Bowls Championship at South Croydon. In the final they beat Northumberland by 123 shots to 91.

In the semi-final, Northumberland beat Northants by 119 shots to 113, and Kent defeated Somerset by 141 to 86.

At Seven Kings, in the Essex County Single-handed Championship Final, Holt beat Darby 21-17. A. H. Dexter (assistant hon. secretary) won the Hon. Secretary's Competition from E. J. Crowe (Cranbrook) by 21-11.

Finchbury Park won the Jackson Shield for the Three Rhin Championship of the London Parks B.A., beating Lamma in the final by 58-4.

At Badleigh Salterton the open tournament concluded in a win in the singles for J. Huxtable (Bideford), who beat J. W. Fisher (Winterbourne) in the final by 21-17. The pairs were won by City of Exeter (W. J. Mills, E. Jones).

For the second successive year Margate won the Hospital Cup Competition at Deal, beating Deal in the final by 22-16.

In the Brighton Tournament Open Singles J. Pirnie (Bounds Green, London), beat W. C. Morgan (Tracyrhyw, South Wales) by 21-14. The pairs were won by Seaford (G. T. Godfrey, A. C. Shilton).

BOXING

MOVE FOR L.C.C. CONTROL OF LONDON CONTESTS

A recommendation that legislation be promoted to provide for the control of public boxing contests in the county of London (including Drury-lane and Covent Garden Theatres and the Royal Albert Hall) on the lines of the existing powers of control over public music and dancing, and providing for the payment of a fee to the Council, will be made to the London County Council.

In making the recommendation the Theatres and Music Halls Committee remind the Council that last year the Commissioner of Police drew attention to overcrowding which occurs at certain premises used for boxing contests.

WATER POLO

SOMERSETS EASILY DEFEATED BY V.R.C. "A"

PLAYER ORDERED OFF

The V.R.C. "A" team successfully accounted for the Somerset Light Infantry yesterday evening at the V.R.C. in a water polo game.

The defeat of the soldiers came as a surprise to many. J. Stewart scored twice for the V.R.C. and the soldiers were unable to retaliate.

D. Laing, one of the V.R.C. players, was ordered out of the bath for waiting within the two yards' limit, and as no goal was scored by the soldiers, he did not have a chance to re-enter into the play.

League Table

The latest positions of the teams are as follows:

V.R.C. "A"	P	W	D	L	F	A	Pts.
Chinese "B"	5	5	0	0	16	1	10
Kowloon "A"	5	4	0	1	13	3	8
V.R.C. "B"	5	3	0	2	23	10	6
K.O.S.B. "A"	5	2	0	3	6	10	4
Navy	5	2	0	3	6	17	4
Kowloon "B"	5	1	1	3	6	19	3
Chinese "A"	5	1	0	4	6	9	2
Somerset	5	1	0	4	8	17	2
K.O.S.B. "B"	5	0	1	4	3	14	1

POWDERPUFF DERBY

END OF TRANS-CONTINENTAL FLYING RACE

Cleveland, Yesterday.

The 2,350-mile "Powderpuff" Derby was won by Mrs. Louis Thaden with a total elapsed time of 20 hours 19 minutes and 10 seconds.—Reuter's American Service.

[The "Powderpuff" Derby is the name given to the women's trans-continental race which involved a flight from Santa Monica, California, to Cleveland, Ohio, for prizes valued at \$5,000. There were 19 competitors, including Miss Amelia Earheart, the only woman to fly the Atlantic in an aeroplane. One competitor was killed early in the race, during the course of which starting allegations of tampering with machines were made.]

SCHNEIDER CUP

De Senzano, Yesterday.

It is now considered absolutely certain that Italy will participate in the Schneider Cup race.

The Italian Schneider Cup team left for Britain last night.—Reuter.

Machine of New Design

London, Yesterday. It is now announced that the Italians will participate in the Schneider Cup race on September 7. They will use two machines, one of which is of absolutely new design both as regards craft and engine. The Italian team are expected in London this evening and the machines are being despatched to Britain to-day.—British Wireless Service.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Osuco, from Shanghai.
Duboso, D'Artagnan, from Shanghai.
Shikoyama, from Osaka.
Yamamoto Yukio, c/o "Hozan Maru", from Tokyo.
Tusu, from Amoy.
Hike, from Shanghai.
E. V. JESSEN, Superintendent
Hong Kong, 22nd August, 1929.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Expansion, from London.
Jenkins Kremlin, from Shanghai.
Kitten, from Wintonqld.
Quistgaard, from Bangkok.
S. LACK, Superintendent
Hong Kong, 22nd August, 1929.

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lasts longest and gives the best service. It is, therefore, the cheapest Freezer you can buy. The "White Mountain" has over forty years' reputation among practical users who know that it is reliable under the strain of hard working conditions, year in and year out.



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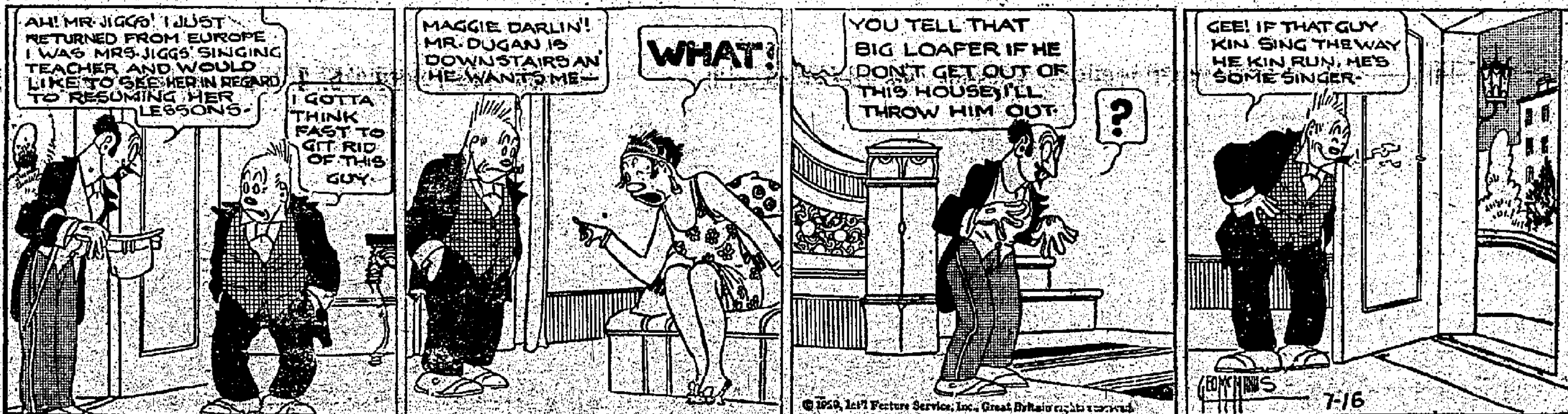
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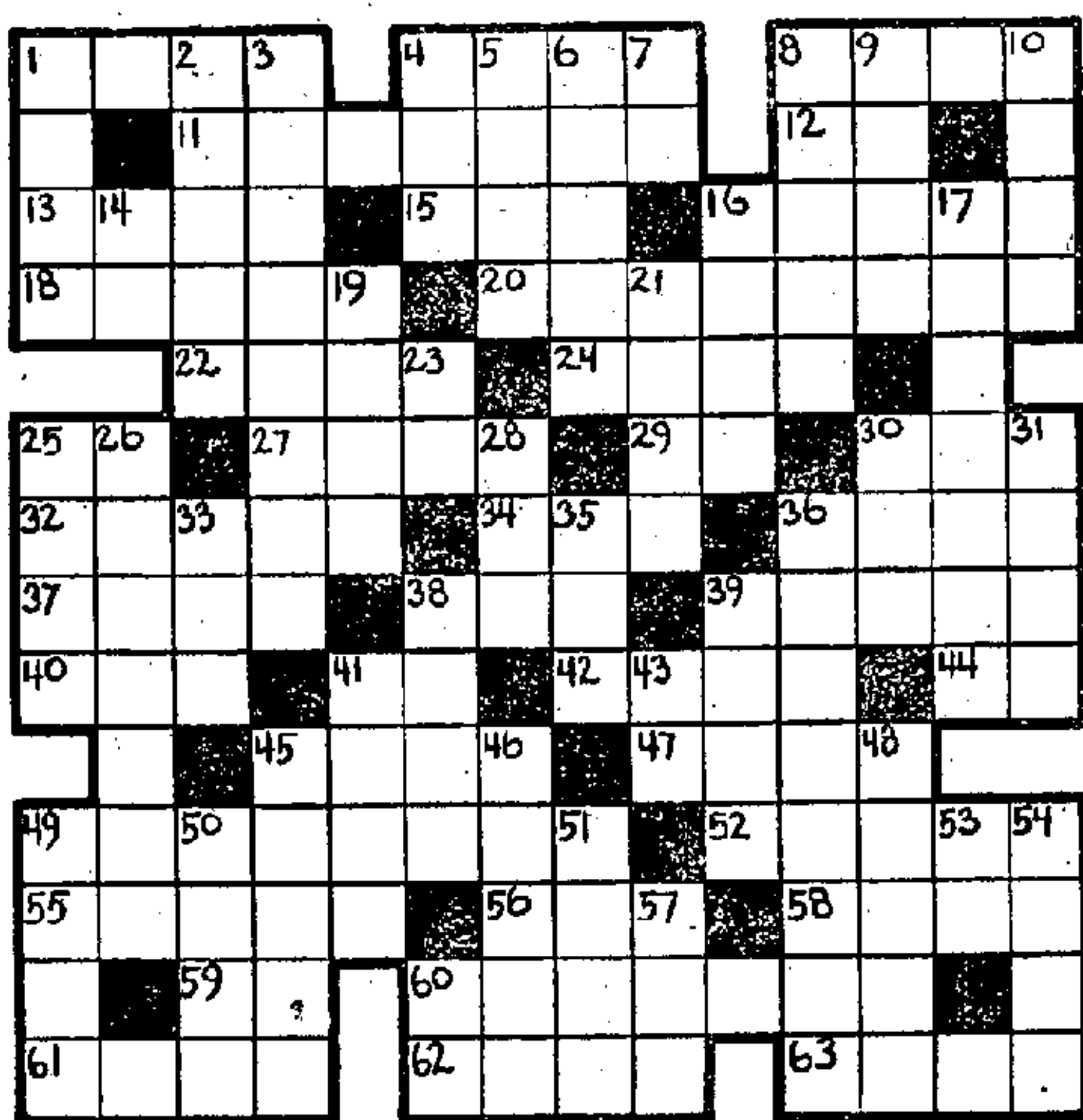


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WHITEAWAYS.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- 1-A lateral appendage of a plant-stem
 - 2-In this manner
 - 3-A country of S. America
 - 4-Interjection
 - 5-To decieve
 - 6-Lair
 - 7-Citrus fruit
 - 8-Any outcome or result
 - 9-A first principle
 - 10-A weed
 - 11-A portion
 - 12-A day of the week (abbr.)
 - 13-Penetrating flavor
 - 14-Personal pronoun
 - 15-Twice
 - 16-A scraggle
 - 17-A drink
 - 18-A caper or antle
 - 19-Interjection
 - 20-A mineral spring
 - 21-Particling to a foot
 - 22-To incite
 - 23-Interjection
 - 24-To sort out
 - 25-Extremely
- HORIZONTAL (Cont.)**
- 26-Wings-shaped
 - 27-Author of "The Scap Hunters"
 - 28-Plural of "seraph"
 - 29-Fruit of the oak
 - 30-Smells
 - 31-Give (Scott)
 - 32-A medicinal plant
 - 33-Schold
 - 34-To command
 - 35-At that time
 - 36-Notion
 - 37-To conduct as periodical
- VERTICAL**
- 1-To steer closer to the wind
 - 2-Around the outside
 - 3-Adorned with leaves
 - 4-Middle
 - 5-Always
 - 6-A bay or an arm of the sea
 - 7-Interjection
 - 8-A topic
 - 9-Where one lives
 - 10-Dispatched
 - 11-Conjunction
 - 12-A citrus fruit
- VERTICAL (Cont.)**
- 17-American Indian tribe
 - 18-Street-car (Eng.)
 - 19-Cupola
 - 20-Half an
 - 21-Personal pronoun
 - 22-Cavilled
 - 23-A breach
 - 24-Order
 - 25-A card game
 - 26-A letter
 - 27-A varnish gum
 - 28-Daintily pleasing
 - 29-A prayer
 - 30-Lofty mountains
 - 31-Ancient Chaldean city
 - 32-The brother of Moses
 - 33-Still
 - 34-Dealt out
 - 35-Carbon from coal
 - 36-A part taken by an actor
 - 37-Small rodents
 - 38-Road (abbr.)
 - 39-Trin
 - 40-The Greek long E
 - 41-Prefix "two"

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

FENG & YEN
REPORTED GOING TO JAPAN

Taiyuan, Aug. 21.
Following an interview between General Yen Hai-shan and General Feng Yu-hsiang at the Shanai Temple on August 19, it was announced that the two Northern leaders had decided to depart for Japan at the latest by the end of October.—Ta Chung.

YESTERDAY'S SOLUTION



DEVELOPMENTS

**Crag Hotel Transformed: \$50,000 Dining Room
TEN NEW PRIVATE BUNGALOWS**

Only those who used to go up Penang Hill by road, walking, six or seven years ago and those who went up when the railway was just finished, five years ago, can realise the tremendous amount of development and construction work that has taken place during the past few years.

The whole "face" of the summit has been changed. Handsome, solid buildings have sprung up at various levels, miles and miles of new paths have been laid out, and the Hill in fact has now become a real residential area.

A sure sign of this is that hawkers from town now find it profitable to make regular trips up the hill.

Improvements and Additions
A "Pinang Gazette" representative who made a complete tour of the higher levels of the Hill found building activity and improvements and additions being effected on all sides.

On the way up to the Hill several new buildings have sprung up near the line, obviously quarters for those employed on the Hill railway.

"En passant" it might be stated that the three stations, the carriages, etc., are looking spic and span, and reflect credit on the management of the railway.

On the upper section a couple of new halting stations have been opened out for the convenience of those staying lower down the hill.

At the Top
Leaving the top station and passing round the foot of Strawberry Hill the first new path is the one to the Crag Hotel. The old road to the Crag round the post office has been closed owing to its proximity to the water catchment area. The new one is a short cut path just below the tea kiosk.

As a matter of fact one can get to the Crag Hotel along several paths now and the most convenient way for those living at the Crag, or going directly there, is to alight at the Tunnel Station. From here there is a level path-way to the hotel, which is about a mile away from the railway.

Passing this new path-way the first thing that catches the eye is the new police station building which is just out of the builders' hands. This is on the right hand side of Summit Road.

Further up on the same side, but inclined towards Bellevue, is the post office which has just had an extension to it for the accommodation of an automatic exchange.

The post and telephone office is not the quiet thing it used to be in the old days—as a matter of fact it used to be alive only when the Governor stayed up the Hill—but now it is kept busy throughout the day.

The Dispensary
Facing the police station is the outdoor dispensary which was completed some time back and has been in use for several months. The dispensary is obviously filling a want.

By the side of the dispensary is a small park which has been laid out from fillings from Gun Hill. This little playground is a public one for children and has a shelter, several seats and two swings for young folk to amuse themselves.

Gun Hill itself, which some time ago was the proposed site for a new hotel has been levelled up and is ready for any building operations. At present it serves as a show place and has several benches for visitors to rest.

Round and about the park there is evidence that arrangements are being made to plant shade trees; seats also have been provided at various intervals from the best view points.

A drinking fountain has also been provided for the public near the Police station. A provision shop and a coffee shop are also to be erected in the near future, by the side of the police station, for natives and servants in order to prevent them going to the kiosk.

Summit Road
Having spent a good half hour in the vicinity of Strawberry Hill, the writer took a walk along Summit Road, round Government House.

A notice board states that it takes 15 minutes to get to Connaught Bungalow, 15 minutes also to Fernhill, 50 minutes to Tiger Hill, which is 2 1/2 miles away, and 1 hour and 30 minutes to Western Hill.

The first private bungalow on Summit Road is that belonging to the Hon. Mr. R. P. Brash, of Ipoh. Next to his comes Mr. E. H. Bulford's. The third is Mr. A. K. B. Terrell's which was one of the first bungalows to be put up on the Hill, by his father-in-law, Mr. A. W. B. Hamilton, formerly of Penang and now of Singapore.

Mr. D. A. M. Brown has taken up the fourth site and a fine house is in the course of construction; it

is almost finished. On the fifth site Mr. D. McLeod Craik has put up a fine building.

Further up the Eastern Smelting Company is levelling a site and building operations, it is expected, will soon be started. The Eastern Smelting Company it is understood, has taken over the site formerly held by the Hong Kong and Shanghai Banking Corporation.

Tunnel Road
To take next the private bungalows on Tunnel Road—from the Summit Road to the Crag. The first site here belongs to R. Young and Company and a fine bungalow has sprung up. On the second site is a Government bungalow, "Hillside," which is almost completed and is intended for European officers.

On the next site Mr. Allan Dennis has built a fine house. On the fourth site is another Government bungalow "Woodside." This is already completed.

The next bungalow is that belonging to Mr. Crabb Watt, who is just now on a holiday in England. It is temporarily occupied by Mr. F. Nicholls, of Messrs. Sandilands, Buttery and Co. All these bungalows are on Tunnel Road, West.

On Tunnel Road, East, Mr. Lim Eow Thoon has a site, but building operations have not yet been commenced. Mr. J. D. Kemps has the next site. The third site has been taken up by Mr. Lim Chin-guan.

Preparatory work has already started and it is expected that Mr. Lim Chin-guan's house will be one of the best private residences on the Hill.

Mr. Cheah Tat-ho has a site near by on which levelling work has just commenced.

Viaduct Road
Viaduct Road is the road immediately below Tunnel Road and is 1,950 feet above mean sea level. East of the Railway Mr. Lim Cheng Kung has a site, which is the only one here, and levelling work has already started.

On Viaduct Road, on the west side of the Railway, Mr. Khoo Sian Ewe has the first site (the ground being levelled), Mr. Chee Wor Lock the next (bungalow almost completed).

On the third site there is no sign of any preparation for building. The fourth site has been taken up by Mr. Cheah Inn-kiong (site being levelled) and the next belongs to Mr. Ng Seng-swee.

The eighth and ninth sites have been taken up by Messrs. Leong Eng-khean and Leong Yin-khean. One is being levelled and on the other building operations are in hand.

Site No 12 has been taken up by Mr. Lam Hor-choon and building operations, it is understood, will be soon commenced.

Sites 6 and 7, 10 and 11, 13, 14, 15, 16, 17 and 18 have apparently

Life In The Far East

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The World's Greatest Remedy For Anaemia and Debility.

It is erroneous to suppose that anaemia is only a woman's malady. Many men, especially those who live in the enervating heat of the Far East, are anaemic too, and the symptoms, common to both sexes, are easily noticed.

First there is loss of colour in the face, the lips are pale. Pull down the lower eyelid and it will be seen to be pallid and bloodless. The appetite becomes poor, the sufferer feels tired all day, yet cannot sleep properly at night, and arises in the morning low-spirited and unfit for the new day's work. There is danger in neglected anaemia, for it may lead to consumption and premature death.

As a remedy for anaemia there is nothing equal to Dr. Williams' Pink Pills for Pale People. Their fame as a blood-purifying, blood-building, blood-making tonic began to be known over forty years ago and rapidly spread throughout the world. And it is because the rich, red, life-giving blood they so rapidly create feeds and builds up the nerves that they are equally renowned as a nerve restorative and specific for nervous disorders.

Do not continue existing, when you should be enjoying to the full the joys and pleasures of full-blooded life. Let Dr. Williams' Pink Pills do for you what they have done for thousands of others. Chemists everywhere sell them at \$1.50 per bottle, \$3 for 6 bottles.

not been taken up. Site 19 is being levelled and belongs to another Chinese gentleman.

A New Road

A new road is being opened up between Tunnel Road and Viaduct Road and this will be known as Lower Tunnel Road. The Hon. Mr. Kheah Cheang-lim has a site here which is being cleared and levelled and is evidently to be soon built upon.

On Moniot Road a site has been taken up by the Dato Muda Kinta, of Ipoh, and a nice bungalow built thereon, Mr. Loke Yit, brother of Mr. Alan Loke, has a site in close proximity to this one.

On the old Waterfall Road Mr. Khaw Joo-tok has put up a very attractive building. Mr. Khoo Heng-pun has added to his old building, Mr. Lim Cheung-tak has put up a new bungalow in addition to his old one, Mount Edgecombe.

All these bungalows, in addition to those mentioned on the other roads, are getting their water supplies from the new Government reservoir near Tiger Hill.

The whole of the Hill residential area in fact is supplied from this source. The reservoir, and pumping station below, constitute what is undoubtedly, one of the finest engineering feats on the Hill.

At the present time some 250,000 gallons of water are pumped daily and this supply is more than sufficient for existing needs but when the new bungalows are completed and occupied more water will obviously be required.

This can easily be obtained as at the present moment the water is pumped for only two hours each day. No fear need be entertained as to the sufficiency of water which should be ample for a long time to come.

The Crag Hotel

A visit to the Crag Hotel revealed wonderful improvements. The new dining room, which has cost something like \$50,000 is practically finished. All the old bungalows, 1, 2, 3, 4 and 5 have been re-constructed and two additional barracks, each containing 4 single rooms, are almost completed.

Bungalows 6 and 7, manager's quarters, assistant manager's quarters and servants quarters, it is understood, are to be put in next year.

On returning to Summit Road again the representative took a short walk to the entrance of Government House and saw the new clerk's quarters which have just been completed at a cost of some \$30,000. These new quarters, compared to the old apartments, are a wonderful improvement.

The approach road to Government House has been regraded. Summit Road for the first mile or so, is a fine cart road; beyond this it has not yet been metalled.

In General

In general it might be mentioned that all the Government bungalows are provided with the sewage borne system; this same system has also been fitted up at the tea kiosk and public latrines and owners of private houses have also been requested to put up this latest system.

At the Crag Hotel, all the re-constructed bungalows have been provided with septic tanks. A protective drain, to prevent dirty water flowing into the catchment area, has been constructed right round the Crag Hotel.

Another protective drain has just been finished below Gun Hill, this again being intended to prevent polluted water from going into the permanent catchment area. More drains are to be built this year below Government Bungalow and up to Fern Hill with the same idea in view.

A number of masonry anti-malarial drains have also been constructed on different parts of the Hill.

Road For Exercise

Apart from the roads mentioned, Tunnel Road, Viaduct Road, etc., short cuts have been provided at several intervals; for instance, from Summit Road to Tunnel Road, Tunnel Road to Lower Tunnel Road and Lower Tunnel Road to Viaduct Road for the convenience of visitors and others living up the Hill.

That remarkable progress has been achieved during the past few years cannot be disputed. That the hill is becoming increasingly popular is manifest on all sides. There were dozens of cars waiting at the foot of the hill to convey residents to their offices.

Whether for an hour or a day, for a week-end break, a change of air, or for permanent residence, the hill offers inducements such as no other place in Malaya does to-day.

Situated 2,500 ft. above sea level, with luxuriant valleys below, the blue sea and the mainland beyond, and at night George Town ablaze with a myriad lights, Penang Hill might indeed be a setting from the Arabian Nights.

Farcet (near Peterborough) sub-post-office was destroyed by fire, but account books, stamps, and postal orders were saved.

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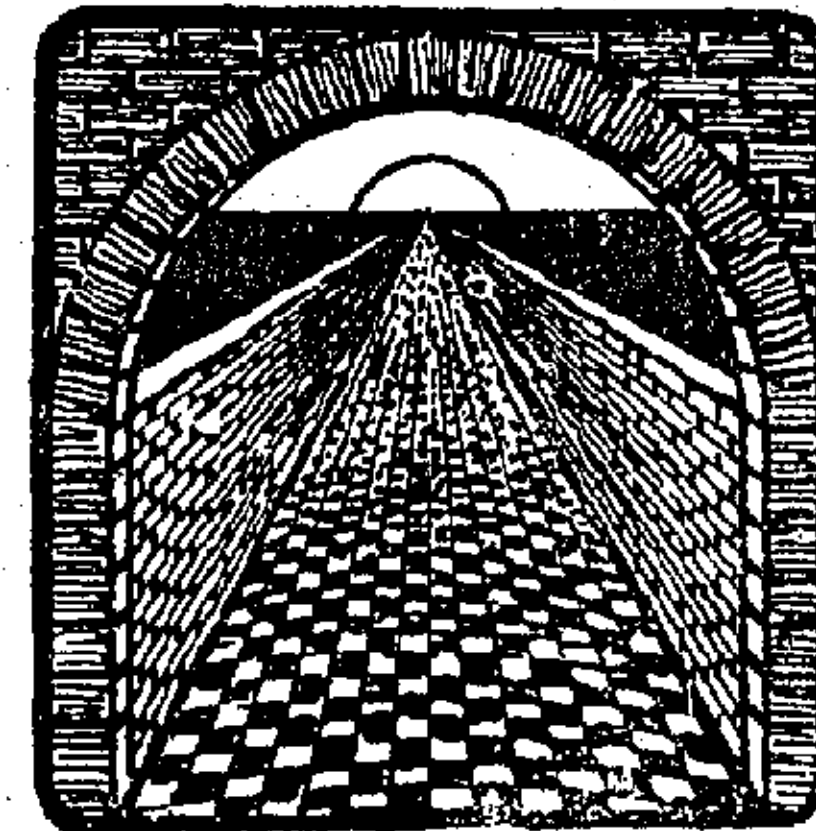
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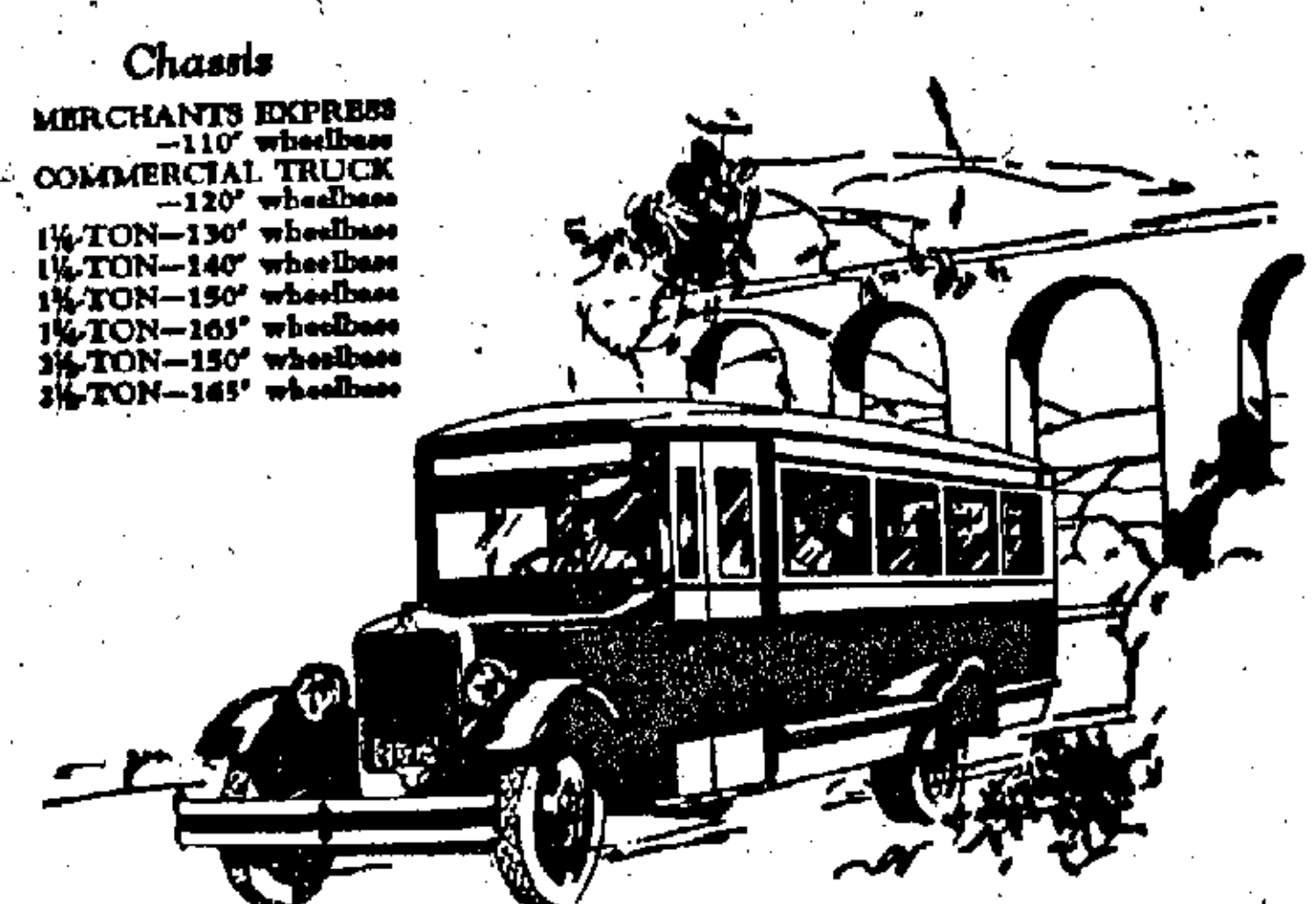
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THE MOTORISTS' PAGE



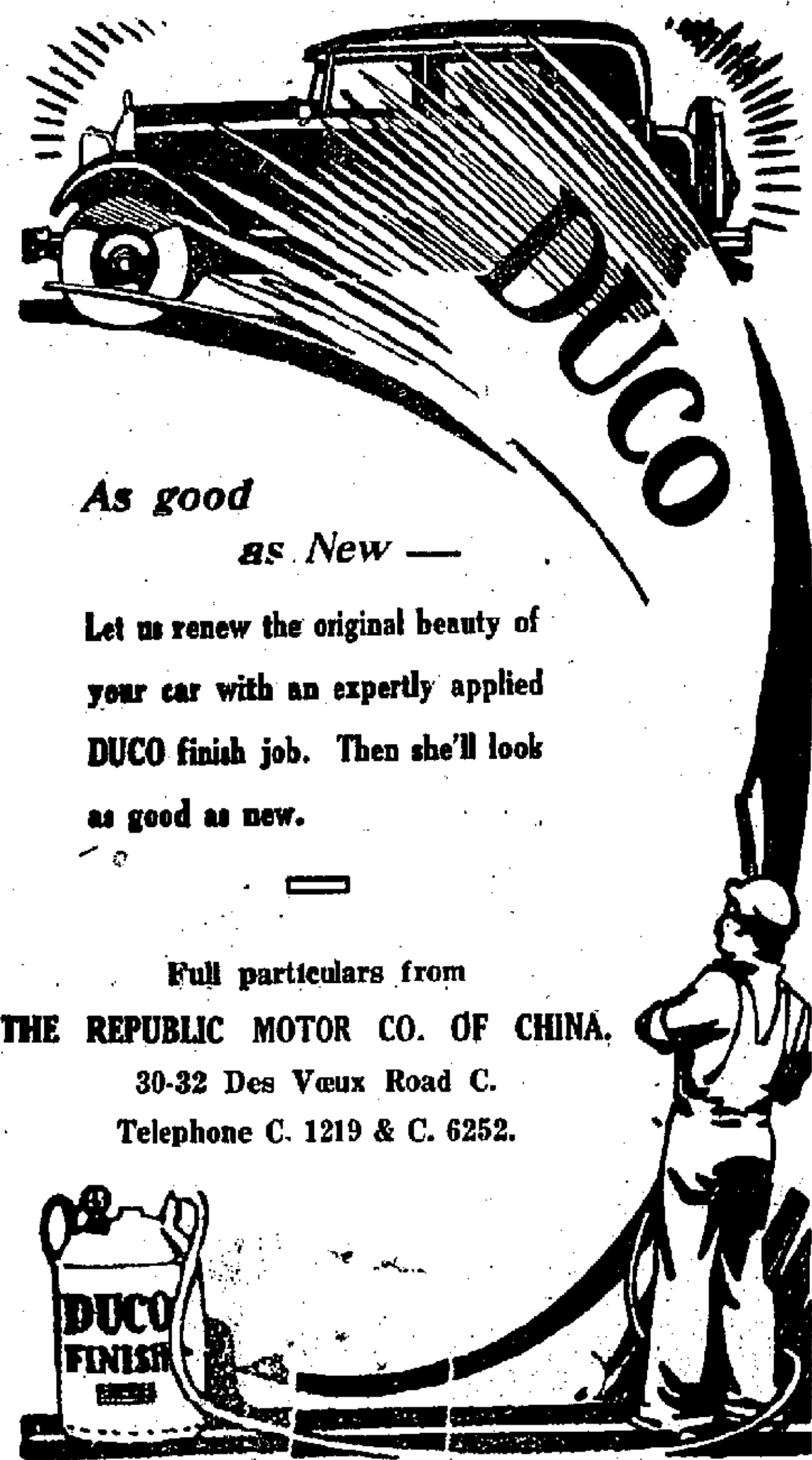
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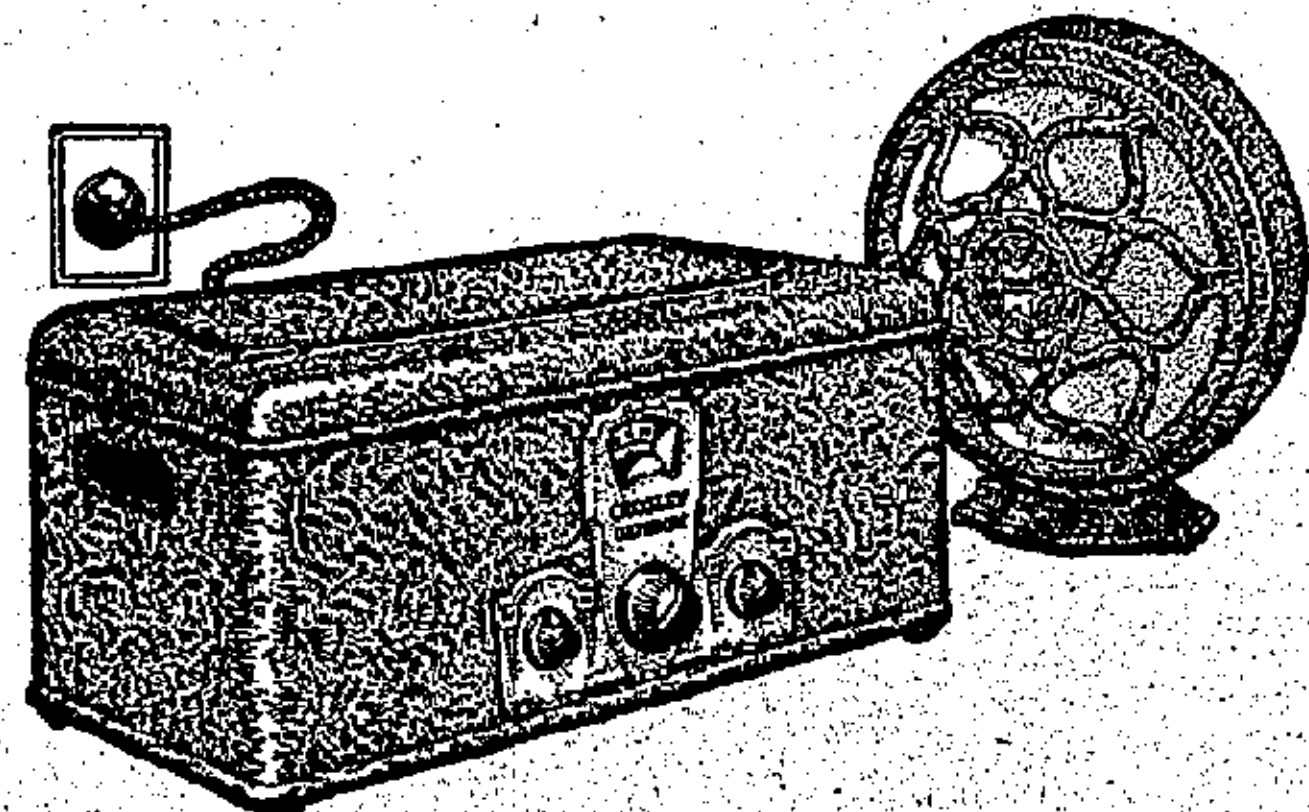


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WILLYS-OVERLAND

LINWOOD A MILLER NAMED
PRESIDENT

Announcement of the election of Linwood A. Miller, to succeed John North Willys as President of the Willys-Overland Company, places the active leadership in the hands of an executive who has an admirable background through his 15 years' experience with the company. For the past four years Mr. Miller has been first vice-president and in this capacity has maintained a close personal contact with Mr. Willys.

Although relinquishing the reins of active leadership in the company, Mr. Willys who has been one of the dominant figures of the industry for years, remains as Chairman of the Board and thus enters into a new phase of activity in the company which he had continuously headed for more than 21 years.

At the meeting of the board at which Mr. Willys's resignation was accepted, Marshall Field and Charles F. Glone, both of Chicago, were elected as members of the Board of Directors succeeding C. B. Moritz and C. B. Wilson, resigned. Both of the new directors are internationally known in the world of finance and business and lend additional strength and prestige to the organization. C. O. Miniger, for many years a member of the Executive Committee, has been elected its Chairman.

The results of the board meeting confirmed plans that had been under discussion for several weeks.

In an interview at the close of the meeting, Mr. Willys said: "With this meeting of the Willys-Overland directors, my activities with the company enter into a new phase."

"After 21 years as its first and only president, I have become Chairman of the Board, and in the future my contact will be advisory rather than executive."

"For 21 years I have borne the heavy burdens of this business. Now comes a time when I want a greater degree of freedom and I regard it as essential to my health that I relinquish some of my responsibilities. I feel warranted in doing this because we have the strongest executive organization in our history."

"Information already has been made public with respect to my sale of the bulk of Willys-Overland holdings. This stock was not sold to strangers, but went to men who have been with me in various capacities for years. Included in the purchasing syndicate were our directors and principal executives."

"These men know the policies of Willys-Overland. They can be trusted to manufacture a high grade product."

"Particularly are we fortunate in having for our new president Mr. L. A. Miller, who has been with us for 15 years and in his upward progress has had training in every phase of the business. He is a balanced, forceful, experienced executive, and his selection is popular with our entire organization."

"As Chairman of the Board I will remain in close contact with the business. I am not passing out. I am merely changing my activities. Naturally I could not wish to sever my connections with a business to which I have given the best years of my life."

"Our company shows a marvellous transition from the original handful of building to our present great plant with its capacity of 2,000 automobiles daily. Our plant and equipment can now be conservatively estimated as being worth \$42,000,000, and we have a total of 9,596 distributors, dealers and authorized service stations. Last year was the biggest in our history with a total sale of 413,000 cars and a volume of business in excess of \$187,000,000."

"Every indication points to continued prosperity for our retailers and ourselves. Our plants never were in such good condition and our product has been highly praised by the public. Our new Willys-Knight great six model and our new six cylinder truck will contribute impressively to our results in the last half of 1929."

"My interest in Willys-Overland will always be keen. I believe we have safeguarded its future with a strengthening of its Directorate. I shall continue to serve it in any way possible."

Linwood A. Miller has had admirable training for the high responsibility of the office. He is 44 years old, and was born in Salem, N. J. The Quaker ancestors of Mr. Miller were among the first settlers

LUBRICATION

THE NEW TRIUMPH MODELS

As an entirely new system of lubrication is employed in the new Triumph "C" models, a few words on this subject will not be out of season.

When starting up a new engine it should be seen that the oil delivery tap is open. As soon as the engine is started, the indicator plunger on the timing case should automatically raise itself to show that the oil is being delivered under pressure to the big end bearing, at the same time priming the scavenger pump. The should be allowed to run slowly for several minutes until sufficient oil has collected in the crankcase collecting chamber for the return pump to scavenge. The machine is ready for running on the road as soon as oil is being returned to the tank, as shown by oil flowing from the return pipe just inside the oil tank filler device. The filler cap should be removed for this purpose. The oil regulator on the timing cover is set in the most suitable position before the machine leaves the works and should not be altered unless absolutely necessary. A fairly safe test as to whether the engine is getting sufficient oil is to throttle down and allow the engine to run slowly for a few seconds, and then to open the throttle wide, when the exhaust should show a trail of thin blue smoke.

Occasional reference to the oiling of the engine should be made when the machine is in motion, by feeling the indicator spindle to verify the oil feed.

The oil recommended for the model C. O. engine is Gargoylle Mobiloil D. in summer and T.T. in winter, and for the models C.N. and C.S.D., Gargoylle Mobiloil B. in summer and T.T. in winter. In each case Mobiloil C. for the gearbox. The winter recommendation should be followed when freezing temperatures may be expected.

Oil in the main supply tank should be replenished as required



Cornelius Vanderbilt, Jr., mill-honoree newspaperman, and his wife celebrated the first anniversary of their wedding at the Raffles Hotel recently. Mr. Vanderbilt is combining his attachment to newspaper writing and motoring by writing a series of articles on automobilism in Canada. He and his wife are motoring through western Canada and he is most enthusiastic about the roads, scenery and accommodation in the Canadian Rockies which he knows well through frequent visits.

in John Fenwick's colony in New Jersey.

From 1905 to 1910 Mr. Miller was secretary to the General Superintendent of the Pennsylvania railroad, a further experience in transportation.

Joining the Curtis Publishing Company, Mr. Miller spent five years with that organization as efficiency engineer. His work attracted the attention of Mr. Willys and he joined the Willys-Overland organization in 1915 as office manager.

In 1920 he was made assistant to the first vice-president. Later he became vice-president and secretary. In 1925 he was chosen first vice-president, member of the Board of Directors and member of the Executive Committee.

During all the 15 years of his connection with Willys-Overland, Mr. Miller has enjoyed the closest personal contact with Mr. Willys and has been entrusted with full responsibility. In the Willys-Overland organization he is recognized as an official of force, experience and foresight. His fairness and approachability have made him very popular, both at Toledo and in the field, and his choice is strongly welcomed throughout the organization.

A TEST RUN

CAR OF EXTRAORDINARY INTEREST

An indication of the success American cars are meeting in establishing new standards of performance and comfort in overseas markets is found in the report of a test run in a new Studebaker Commander Eight, written by a British motoring authority for "The Autocar" of London.

"The Commander," writes this authority, "is an extraordinarily interesting car. It is a really comfortable conveyance in which to travel without fatigue. It has what so many cars of this type do not possess,—namely, the power to make the journey swiftly, and the power to interest the enthusiastic driver as well as the average motorist."

Commenting on The Commander's power and smoothness in high gear, he writes, "probably it is as near a single speed car as it is possible to attain. In top gear all the ordinary hills of a day's run are most easily surmounted. It is not a question, too, of having to rush hills to display the car's top-gear performance. This Studebaker can be taken gently up a 1 in 10 gradient (ten per cent.) with its full load, and will then go on up, accelerating the whole way, in a manner that suggests a big express train on the level."

"The second great point of the car is that at cruising speed there is really no sign of the engine. Nothing mechanical seems to be propelling the car."

"The car exactly equalled the time taken by a fast sports car over a particular journey 60 miles long without coming within 20 miles per hour of the sport car's maximum speed. As to its own high speed, the upper end of the Commander's range is well outside anything the average driver wants."

"The brakes are good, the clutch very ideal, and the springs absorb road shocks admirably. Steering is so light as to be definitely worth having in traffic. Front seat adjustment works well. There is plenty of room, for the front cushion is 3 feet, 2 inches wide and the rear cushion 3 feet, 11 inches wide with arm rests at each side."

Studebaker reports that Commander sales have increased 64 per cent. over last year. This company now leads in the manufacture and sale of eight cylinder cars.

SCIENTIFIC SCRAPS

I notice (writes Professor A. M. Low in the "Motor") that a writer inquires in another journal as to the reason why no one has bothered to make cycle reflectors on the principle of the cat's eye, which seems to take care of our front wheels by its skill at self-discovery. The cat's eye is indeed very similarly constructed to the red reflector, although not as an example of the type of total reflection which we see when looking at the underside of a glass of water. The human eye has not the shape of lens which produces this particular degree of reflection of light falling upon it, but it is an extraordinary collection of physiological peculiarities and bad optics. Even the lenses with which it is fitted are seldom accurate, and their faults are corrected by our minds or by the connecting links to the eye.

I suppose most people appreciate that dimly illuminated objects are best seen in a room that is almost dark by observing them indirectly. Look straight at the clock in a dim light and you will find that the blind spot where the nerves join the eye prevents clear vision. I think this fault is often used in spiritualistic seances, where a dull red light appears to illuminate objects in the room and thereby gives a false impression of the amount of light really permitted. The hand can seldom be seen when moved in front of one's nose, although self-luminous points can be seen when observed indirectly by the unfortunate sitters.

The extraordinary connection which seems to exist between visible rays and the temperamental feelings of an observer who looks at different colours, or who is submitted to sunlight after a seat in a dark room, often causes me to wonder as to the ultimate discovery which must one day be made to tell us how wireless affects our health. I am not referring

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You may think it queer of us to suggest to you that you give your money to competitors instead of giving it to us. There is nothing at all queer because we really desire that you should know that there is all the justification in the world for the price we ask for our NEW MOBILLOIL; and the only way is for you to draw a comparison by actual test.

Drain the crankcase of your engine while the engine is hot, and refill with your choice of competitive brands.

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to the weather or to the programmes. We all know already what happens in these cases! Inventions such as these are probably held back by Fate until the time arrives when letters and meals arrive in tubes from communal kitchens, when sleep is artificially administered with a splash of health and education, and when the hero of the hour is the first man who flew non-stop round the world.

MOTOR LAW

BOTH-TO-BLAZE ACCIDENTS
DISCUSSED(By a Legal Correspondent of
"Truth")

The number of ways in which accidents can happen on a road may be regarded as without limit. For the purpose of liability for damage, however, lawyers have to sort them into classes. Some, no doubt, are possible which no human care or foresight could prevent; for example, an earthquake might shake a road and cause two cars carelessly driven to come into collision. In this case the loss is borne where it falls, though the rule might be hard on the owner of the smaller and more fragile vehicle. The case where the driver of one vehicle is wholly to blame presents no difficulty except that of deciding the fact, and the position is much the same in the case of the swerve of one vehicle into another to avoid killing a child or an animal which has suddenly run on to the road. More complicated and very common is the case—recently the subject of an important decision—in which both drivers (or driver and pedestrian, as the case may be) are at fault. In actions where this is alleged the defendant raises the legal plea of "contributory negligence," and lawyers can turn up scores of such cases in their books. The effect of the recent and former decisions is that a

NEW BUICK CAR

POPULAR THROUGHOUT
WORLD

"If advice from General Motors are an indication, the motor buying public of the Colony is promised something exceptional in performance and value in the new Buick-Built motor car, Marquette," said the Manager of the The Dragon Motor Car Company, Ltd., in an interview with a representative of this newspaper yesterday.

"It would seem that everybody in U.S.A. and in foreign countries wants a Marquette. The demand set in almost from the first day it was announced that Buick would build the car—and that it was sponsored by General Motors Corporation. But while I have not seen the new car yet, I believe that readers of your newspaper will be enthusiastic about Marquette after it arrives and they have an opportunity to see it with their own eyes and judge its value by its quality and its performance. I wish I could get some more details about the construction of this car, and as soon as I do I shall be glad to make them public through the columns of this newspaper."

AMAZING RESERVE

THE TOURIST TROPHY
RACES

The effect of the Tourist Trophy Races is undoubtedly reflected in the amazing reserve of speed and reliability of the modern British motor cycle. The races subject a machine to a punishing test unequalled in any competition throughout the world. To emerge a winner is to hallmark a machine as a well-nigh perfect production, whilst even to finish and qualify for an award is a guarantee of the highest standard of excellence; for not only is the engine tested upon to produce, but every other part of the machine—frame, gearbox, clutch, brakes, magneto, chains, controls, tyres, bearings—everything down to the last nut and split pin is tested in a like degree. Specially prepared as these machines are, they provide information for their manufacturers, the results of which are woven into the standard machines produced for the greater motor cycling public.

In the Lightweight race, the little 250 c.c. machines showed a surprising turn of speed, the winner's average time of 63.87 m.p.h. on a

THE "T.T." RACE

PREMIER MOTOR CYCLING
EVENT

The world's classic motor cycle road speed carnival for the "Tourist Trophy" was held early in June on the Isle of Man, off the coast of England. The results of the three races, which comprise the series, are always awaited with interest by those who follow the development of the motor cycle.

The junior race, for machines of up to 350 c.c., consisted of seven laps of the circuit, each lap being 37¾ miles, a total distance of 264¼ miles. This event was won by F. G. Hicks, riding a Velocette, who broke all records for the course by covering the distance in 3 hours 47 minutes 23 seconds, averaging 69.71 m.p.h., and establishing a new lap record at an average speed of 70.95 m.p.h. W. L. Handley (A.J.S.), who finished second, was only 34 seconds behind the winner, and put in a wonderful spurt in an endeavour to overtake Hicks, streaking past the grandstand at 39 miles an hour. Alec Bennett, who won this event last year and established a lap record of 70.28 m.p.h., finished third. In last year's race Bennett's time was 3 hours 50 minutes 52 seconds, and his average speed 68.65 m.p.h.

The second T.T. race, a lightweight class (under 250 c.c.); resulted as follows:—L. A. Crabtree (Excelsior), 1; K. Tremlow (Dob), 2; and F. A. Longman (O.K. Supreme), who won this event last year. 3. Pietro Ghersi, of Italy, riding a Gussi, did the fastest lap (37¾ miles) at an average speed of 66.2 m.p.h., bettering the lap record of 64.6 m.p.h. established by Jernman last year. This is a wonderfully good performance for a light machine.

The Senior T.T., considered the premier event of motor cycling, is the final of the series. Forty-seven competitors started in this event, which resulted in a victory for C. L. P. Dodson (Sunbeam), who won the same race last year. His time was 3 hours 39 minutes 59 seconds, and he attained the record average speed of 72.05 miles an hour. Alex Bennett (Sunbeam) was second in 1 hour 44 minutes 47 seconds, with H. Tyrell Smith (Rudge) third, in 1 hour 45 minutes 37 seconds. Art Simcock, the Australian rider, was a member of the Sunbeam team that, for the second year in succession, carried off the senior team prize. Simcock is the first Australian to have completed the full course of this severe contest.

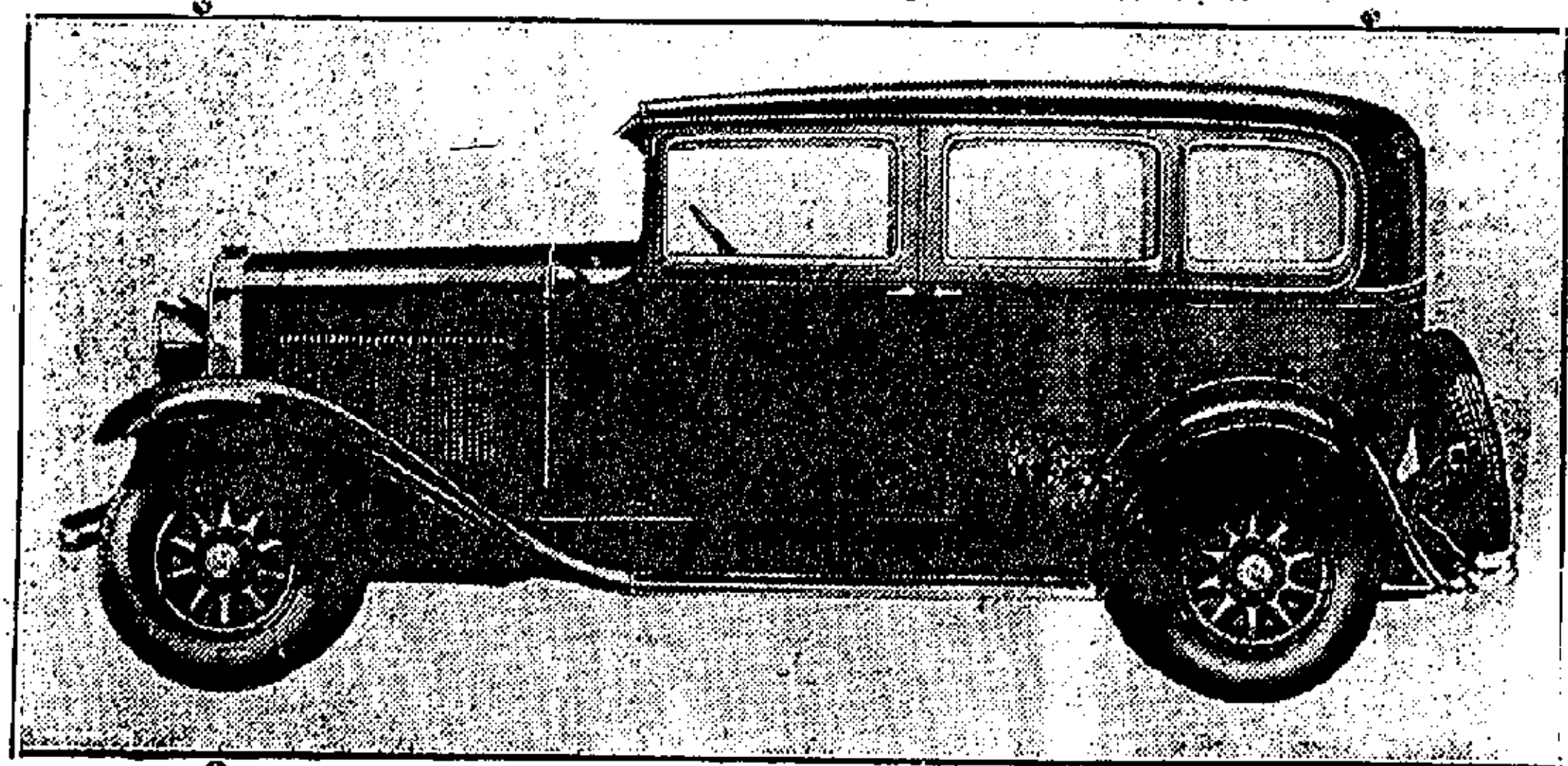
Only those who have been fortunate enough to witness these events can have any conception of

what remarkable races they are. The pluck and skill of the riders, their astounding cornering, and the wonderful organisation are unequalled in any other event of a similar nature held in the world. The speed at which the riders take the hairpin and other corners is almost unbelievable and the spectacle is witnessed of 40 to 50 riders, mostly in Indian file, but sometimes in twos and threes, descending a long incline at from 80 to 90 miles an hour, and taking a turn around a telegraph post with hardly any perceptible slackening of speed; each rider only missing the post by inches. The certainty with which each competitor approached and skimmed past that telegraph post is, according to an eye-witness, an object lesson of cool and skilful riding. Much of the circuit is only a narrow road bordered on both sides by ugly looking walls built of stones. That so few serious accidents have occurred on this hilly and circuitous course is indeed a tribute to the men and the

machines they ride. One of the most astonishing things about this wonderful race is that, although the circuit is so tricky, the speed averages attained are increasing year by year, thus demonstrating that the knowledge and experience gained by the makers of the machines taking part in these races has a beneficial effect on the power, acceleration and braking of their later models.

Great interest is shown in England over the races, and many special trains and steamships are chartered to take care of the big crowd of spectators who make the trip to the Isle of Man from all parts of England, Scotland and Ireland to witness the blue riband events. A feature of the organisation associated with the promotion and running of the races is the elaborate system of posting the progress of every contestant in the large fields which start in each race. A most elaborate scoring board has been erected opposite the grandstand at the starting and

finishing post. This board is linked up with telephone stations at many points around the 37 miles circuit, thus enabling the staff which manipulates the big board to acquaint the big crowd of spectators with the progress made by each rider, as he advances round the course. A large map of the circuit is displayed above the board, on which the checking stations at various points are marked and indicated by letters. A small dial with the same letters showing is displayed over each of the racing numbers of the riders, and underneath are pads of paper numbers showing the number of laps the rider has to go, from which a sheet is torn off as each lap is completed. As a competitor passes the various checking points around the circuit, a hand on the dial above his number follows his movements, and, at the same time, loud-speakers announce the time of passing. By this method a most graphic description of the race keeps interest simmering from the start to the finish.



Marquette de Luxe Model 30—2-door, 5-passenger Sedan.

plaintiff, originally at fault, may yet recover damages if the defendant by reasonable care could have averted the accident. This may at first sight be considered a common-sense view; the application, however, is not always easy.

Accelerates on Wrong Side
For example, let it be supposed that a driver seeks to pass another on a curve on a narrow road, and accelerates blindly on the wrong side of the road—a cardinal sin on his part. A car proceeding the other way suddenly comes into view, and there is a collision. The first driver would be liable in the ordinary case. If, however, he could prove that the driver of the second car had started with his brakes out of order, and that had they been in order the collision could have been avoided, the blame will be imputed to the latter—assuming, of course, that the original offender had jammed on his own brakes, and done all he could to avert the accident. The reasoning of the judges in such a case is that the negligence of the second man is the real cause of the accident, for it would not otherwise have happened. The way it is put is this: that although A may have been guilty of negligence, and although that negligence may in fact have contributed to the accident, yet if B could in the result by the exercise of ordinary care and diligence have avoided the mischief, A's negligence will not excuse him.

This doctrine, it may be added, gives judges a difficult task, and a few years ago several of them in Ireland were very sharply divided in opinion as to a case in which a woman stepped into the road in Cork, and was knocked down by a baker's cart. The woman was not looking where she was going, but the driver of the cart had turned round to prevent some leaves falling out of it. Both were therefore at fault. In fact, three judges awarded damages to the plaintiff, but the two against her were the majority in the Court of Appeal, so she lost her case.

Admiralty Practice
The rule in Admiralty practice, that is, in collisions at sea, is different. Originally, if the navigators of both vessels were to blame, each ship bore half the total damage, but, since the Maritime Conventions Act of 1911, the Court can apportion the damage in the degree that they assess the blame. Thus, if they find A was twice as much to blame as B, A pays two-thirds of the total damage and B one-third. This rule has in fact been applied to all collisions by the statute law in some countries, but not here. It is arbitrary, but it does not involve comparing the conduct of two persons in fractions of seconds, which may be the task of judges under our rule.

The insurance companies "knock for knock" rule is even simpler, and no doubt results in very substantial saving of lawyers' bills. It is only practicable, however, when a company has to deal with so many collisions that results "even out."

WHY TWIN BEDS?

Why is that abominable idea, the twin bed, spreading, asks a reader of "The Motor" in the course of a sprightly letter in the correspondence columns. He continues: Of course, if a man has drawn something like Mr. Jigg's "Maggie" in the matrimonial lottery I can understand it, but providing one's wife neither bites, scratches nor kicks, why want to be away from her? So far I have only been married three times, and I hate these beds like poison.

REMARKABLE

THE CONQUEST OF THE
NANKOU PASS

Like Alexander, an explorer complained recently that there were no more world to conquer. The Morris-Commercial Six Wheeler, however, does not appear to suffer from this handicap.

After its triumphant defeat of the Kalahari Desert, the "worst desert in Africa," this remarkable machine has now tackled the mountainous desolation of Northern China, and has once again demonstrated its ability to overcome "the seemingly impossible and vain."

The Nankou Pass forms the sole outlet from China into Mongolia. The Chinese believe that a road exists over the mountains at this point. If the rock-strewn bed of a mountain torrent over which no motor-vehicle had hitherto ever passed without being unladen and propelled by human power can be described as a road, then the Chinese are correct in their belief. The tireless coolie the broad-footed Bactrian camel, and the sturdy mule-drawn native carts are the sole users of this "highway."

In April a Morris-Commercial Six Wheeled lorry, with ten passengers and a load of over 3,000 lbs., set out from Peking to attempt the climb to the Pass. By fitting single tyres in place of double the track was reduced to little more than that of the ordinary cart track of 4 ft. The wisdom of this plan bore its fruit on the Pass, for in many places there was only just room to squeeze through. The foot of the climb was reached in three hours. At the end of another three hours the Morris-Commercial lorry stood within the shadow of the Great Wall of China and the Nankou Pass was conquered.

Photographs, taken during the climb, give some idea of the terrible nature of the going. The so-called road was littered with great boulders and intersected with stone watercourses. These were more than 6 in. high, and crossed the track at an angle, causing the front wheels to leap into the air. Frequent delays were caused by the strings of transport mules and other traffic which, for countless centuries, have used this famous Pass.

In the experienced hands of Major E. C. Pinder, R.A.S.C., the car throughout behaved splendidly, proving its complete adequacy under supremely severe demands. One of the passengers commenting afterwards on his experience, remarked on the amazing way the car made light of every obstacle, boulders and big stones "being flung aside like water at the prow of a ship."

The feat has caused the greatest interest all over China. General Shang Chen, Military Governor of the Province, being intensely at-

tracted by what is undoubtedly an outstanding achievement, and a further brilliant testimony to what these vehicles can do.

246 Excelsior-Jap, being a record for the course in this class. The Junior race was a triumph for the Velocette 348 c.c., its rider, F. G. Hicks, winning at a speed of 69.71 miles an hour, this also being a record time for the Junior class.

Perhaps one of the most remarkable features of the Senior race apart from the astounding record speed of 72.05 m.p.h. achieved by the winner, C. J. P. Dodson, riding a 4.93 Sunbeam, was the excellent performance put up by the 350 c.c. machines in competition with their more powerful "brothers." F. G. Hicks, riding a 348 c.c. Velocette succeeded in gaining 6th place in the final order—his speed of 69.26 m.p.h. being a very fine achievement. Indeed, it is probable that had the weather conditions been as favourable during the Senior as they were for the Junior race, this speed might easily have been improved upon. But his success will be admitted to be even more remarkable when it is pointed out that he was using exactly the same machine with which he had won the Junior race. A few minor adjustments had been made and the valves were re-ground, but he actually employed the same tyres, valve-springs, piston rings, etc., as well as the same main parts, and at the conclusion of its second race, the machine appeared to be as good as new.

This is surely conclusive evidence of the outstanding reliability of the British motor cycle.

In addition to F. G. Hicks, two other riders on machines of the junior class and from the same factory were among the 16 who actually finished the course, securing 12th and 14th place. This was a very fine performance taking into consideration the fact that they were competing against 500 c.c. models, capable of 105 m.p.h. The fact that three "Junior" machines succeeded where several of the 500 c.c. models failed is a proof that the "battle is not always to the strong."

An examination of the winning machines after the races revealed the supreme mechanical fitness which was partly responsible for their success. With the exception of very minor defects, such as a broken exhaust valve-spring, the engines were in splendid condition, and after adjustments to brakes, slack chains and tappets, advisable in one or two cases, the same machines would have been ready to take part in another T.T. race.

The stage of reliability which has been reached in the production of the modern motor cycle gives rise to doubts as to whether further substantial improvement in design and performance can be achieved on present lines. But the British manufacturer aims at a theoretical standard of perfection and the experience gained from the severest road races in the world is reflected in further refinements and improvements, introduced into his standard models, for the greater convenience, comfort and safety of the motor cycling public all over the world.

tracted by what is undoubtedly an outstanding achievement, and a further brilliant testimony to what these vehicles can do.

THE TRUSTY
"TRIUMPH"IS A TRIUMPH OF THE BRITISH
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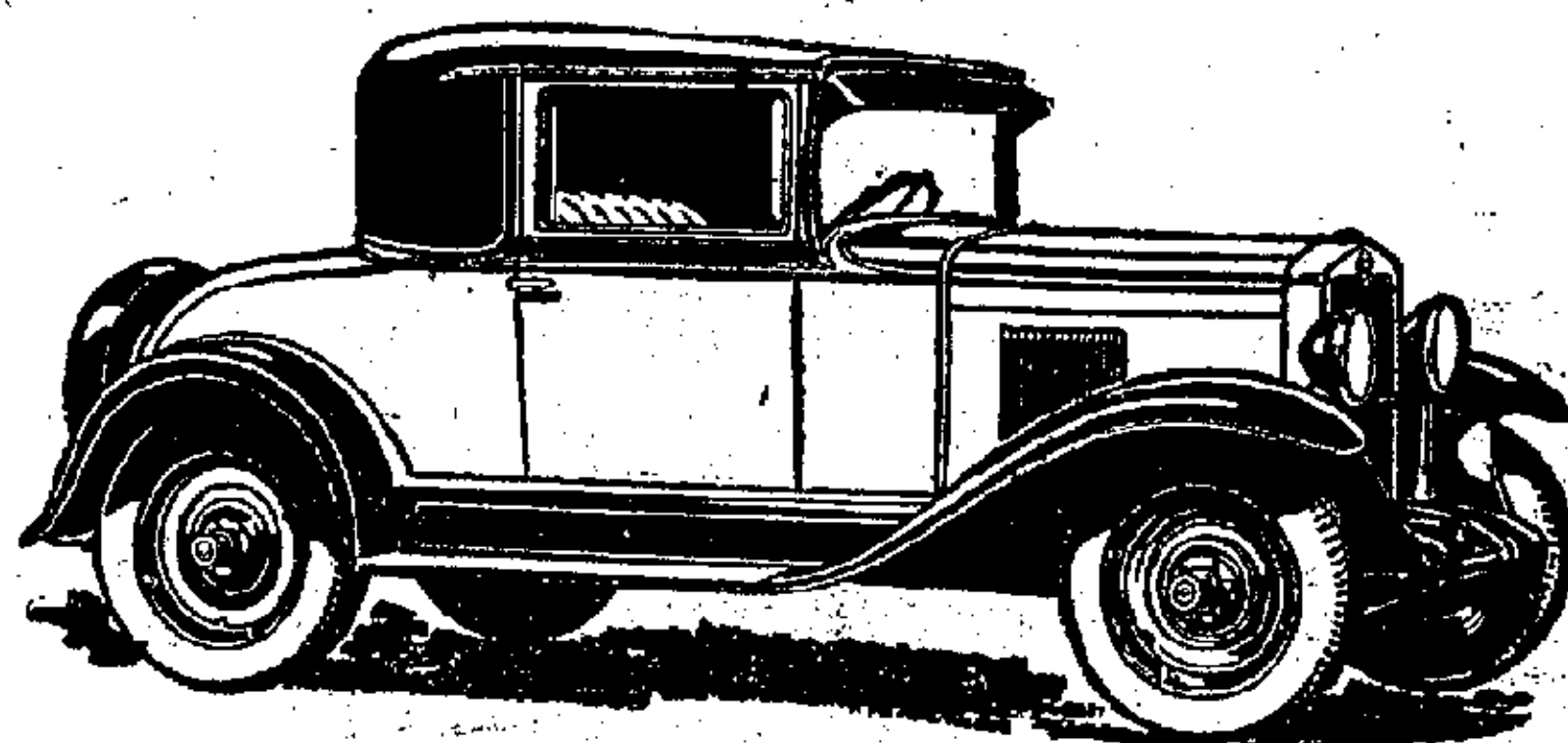
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latest Models C.S.D., C.N., C.O.

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The new Chevrolet Coupe upholstered in taupe Corduroy.

The Outstanding Chevrolet of Chevrolet History.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.
 BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
 CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
 OAKLAND.—Lane, Crawford, Ltd.
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
 PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PONTIAC.—Lane, Crawford, Ltd.
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
 TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
 VAUXHALL.—Lane, Crawford, Ltd.
 WHIPPLE.—Gilman & Co., 4a, Des Voeux Rd., C.
 WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C, Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
 FARM MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
 MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
 REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
 WHIPPLE MOTOR TRUCKS.—Gilman & Co., 4a Des Voeux Road C. Tel. C. 230.
 WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.
 NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road, C.4759.
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon, K.226.
 FISK TYRES.—Gilman & Co., 4a Des Voeux Road C. Tel. C.290.
 MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
 MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road, C.4759.

DIAMOND JUBILEE

A FAMOUS CYCLE FIRM

Of the many events which pass unnoticed in the motoring world there is one which is not yet too late to recall—the Diamond Jubilee of the Humber concern. For it is now over 60 years since old Tom Humber, a Nottingham mechanic, made his first bicycle. Can any other company show a record of continuous manufacture for so long a period?

Tom Humber's first bicycle was far removed from the cycles of today. It was a bone-shaker in real earnest, and was known as a "Dandy-Horse." This machine, which took two months to build, had iron tyres on wooden wheels! It was, however, the forerunner of the "ordinary" cycle, nicknamed the "Penny-Farthing" on account of its huge front wheel and tiny rear wheel.

In discussing Humber's Diamond Jubilee, it is singularly apt that reference should be made to the first Diamond frame cycle—the cycle of today—invented and built by Tom Humber. This very machine, which the manufacturer himself rode until his death, is now in the Castle Museum, Nottingham, where it is shown as an object of exceptional interest and a permanent relic of early bicycle construction.

Thriving years followed the introduction of the "Safety" cycle, and in 1890 we find the catalogue of "Humber & Co., Ltd." (with a London depot), detailing a large range of models. Several of these were equipped with "anti-vibrators" to the front forks. Examination of the mechanical details of these devices shows that they were no less than spring forks—to disappear, later, from the pedal cycle, but to be standardised throughout the world on motor cycles. The prices of the machines, incidentally, were in the neighbourhood of £20; allowing for the cost of living in the 'nineties, this is roughly equivalent to the present price of a Humber motor cycle.

If not actually the first British manufacturer to market a motor car, Humber were certainly amongst the earliest, and were the only firm with so long an experience of road vehicles. The first

NEW FORD WORKS

EDINBURGH FIRM SECURES CONTRACT

Redpath Brown & Company (Limited), steel constructional engineers and merchants, whose registered office is at 2 St. Andrew Square, Edinburgh, has secured the contract for the constructional steelwork in the new Ford motor works at Dagenham, Essex.

The steelwork is for buildings covering 25 acres, and in order to ensure quick delivery the material will be fabricated at the four works of the company in London, Manchester, Edinburgh, and Glasgow.

The value of the contract is approximately £250,000.

The architects are Messrs. Charles Heathcote & Sons, of London and Manchester.

Messrs. Redpath Brown's name stands high in the engineering world, and they have executed contracts in many parts of the world.

The Ford order is one of the largest orders yet placed with the firm.

car, a 5 h.p. Humberette, was introduced in 1900, and in 1910, when the founder of the firm died, several then up-to-date models were made. In 1914 Humber were manufacturing a very popular, 10 h.p. car, but on the outbreak of hostilities the works were re-organised for the production of fuses, shells, aero engines and, later, complete aeroplanes.

Since 1918 the history of the concern is known to most motorists, if only by the excellent cars, motor cycles and cycles giving service in all parts of the world. The 1929 range of cars, consisting as it does of 9 h.p. four-cylinder, and 16 and 20 h.p. six-cylinders, is in keeping with the company's reputation. A proof of the increasing popularity of these cars is found in the fact that a few weeks after Easter saw a production which was a record in the history of the company.

Sixty years ago Tom Humber built bone-shakers in a Nottingham shed; to-day, the works of Humber, Ltd., in Coventry, cover upwards of 24 acres of ground. The Diamond Jubilee has come and gone, leaving behind it a record of which any manufacturer might well be proud.

"CHRYSLER'S"

SHIPMENTS INCREASE THIS YEAR

A special meeting of the directors of Chrysler Motors was held in Detroit on June 3 at which time one new officer and two new directors were elected.

Jules S. Bache, internationally known banker, was elected Vice President.

E. F. Hutton and Waddill Catchings, representing powerful New York financial groups, were elected to the board to fill the vacancies caused by the resignation of G. W. Mead and D. R. McLain.

Mr. Chrysler, commenting on the Corporation's operations, stated May shipments showed an increase of 38 per cent over shipments for the same month last year, and that shipments for the first five months of 1929 showed an increase of 19 per cent over the corresponding period of a year ago.

Mr. Chrysler stated that each month's operation saw increased operating efficiency in the plants, incidental to the development of better inter-plant relationships, and the more efficient use of the production facilities of the combined Dodge and Chrysler plants. The economies made possible by the varied and expanded production facilities of all Chrysler Motors units are only beginning to be felt in the Corporation's operations. The increased production flexibility of these great plants under one manufacturing management produces operation economies which are already evident in car values and qualities. Further rapid progress along the line of manufacturing economy and flexibility may be anticipated.

SOME "DON'TS"

FOR MOTOR CYCLE RIDERS

Don't "blind" at all during the first few hundred miles with a new machine, give the engine a fair deal—and then reap the benefit.

Don't omit to give the engine a generous supply of oil during the running-in period.

Don't try to change gear without using the clutch.

Don't forget to "rev" the engines slightly, with the clutch well out, when changing down, and—

Don't forget momentarily to close the throttle and flick the clutch out when changing up.

Don't forget that such things as over head valve rockers, gear boxes, chains, and hubs require lubrication. Follow the makers' instructions.

Don't, when ordering spare parts, fail to give details as to the machine for which they are required. Always quote frame and engine numbers.

Don't neglect your electric lighting set. Don't overcharge, and, on the other hand never let the accumulator run right down. Again, follow the makers' instructions.

Don't pull things to pieces just to "see how they work"; or, if you must, make a note of the order in which you dismantled the various parts.

Don't let everything get out of adjustment, because trouble makes trouble; for instance, a badly adjusted clutch might easily result in damage to the gear dogs.

Don't cut corners, and don't corner so fast that you would be unable to pull up on meeting any obstruction which may be round the bend.

Don't try to cross wet tramlines at too fine an angle, especially if your machine has small tyres.

Don't brake, or accelerate violently on greasy roads. Apply the front brake slightly before the rear brake.

Don't be afraid to use your gear box. Conversely, don't indulge in an unnecessary amount of low gear work, which makes for noise.

Don't forget that even comparatively slight noise can have very grave effects where serious illness is concerned; therefore, drive with every consideration when near hospitals.

Don't alter your direction in any way without first giving a hand signal.

Don't expect the "point-duty" policeman to be a thought-reader. Signal your intended direction.

Don't allow your sidecar passenger to do any hand-signalling unless he or she knows (a) how to signal and (b) where you intend to go.

Don't "cut in" between vehicles approaching each other. Even if you feel perfectly sure of your own ability, you may give the other drivers a nasty scare, and even cause a crash.

Don't let down your fellow-riders. Do everything you can to remove public prejudice against motor cycles.

TROJAN

LANE, CRAWFORD, LTD.
Automobile Dept. C.5193.

FINE DEVICE

ACCURATE BRAKE ADJUSTMENT

It is probable that no device yet known contributes towards the safety of motoring as much as one which has just been installed at the Hillman works. This consists of a brake testing plant which is now in operation at the end of the finishing line.

Every motorist appreciates the danger of ill-adjusted brakes. This may not be apparent in dry weather, but the moment the roads become wet sudden braking will cause the car to swerve sideways, skid and possibly crash into the very person or object which the driver was attempting to avoid.

Accurate adjustment of brakes is not easy to accomplish by hand. In fact, it is told of this new brake test that when a car the brakes of which had been carefully adjusted by hand was placed on it, it recorded a difference of 100 lbs. pressure on the two rear wheels! This, of course, would be more than enough to cause a skid with certain road conditions.

All such possibilities are prevented by the new test at the Hillman work, which is, incidentally, the first of its kind to be employed by a British motor car manufacturer. At the end of the finishing line, the car is placed on the braking plant, with each wheel in contact with a pair of rollers. These rollers are revolved under electric power and the car wheels, of course, turn with them.

Each of the four devices has a dial, which records brake pressure in pounds. First there is a test for "drag" then the hand-brake is applied and the brakes are adjusted so that there is exactly 300 lbs. pressure on each of the rear wheels. The foot brake pedal is operated by a graduated rod and, in the same way, adjustments are made so that each front brake records 400 lbs. and each rear brake 300.

The whole test occupies some 17 minutes, and at its conclusion the brakes have been thoroughly jacked down and adjusted to scientific requirements. The superiority of this to the hit-or-miss methods of hand adjustment is obvious. The Hillman Company is to be congratulated on being the first British concern to instal this somewhat expensive apparatus, and to pass on its benefit to Hillman owners in the form of ever increased safety.

CAR INSURANCE

THE KNOCK-FOR-KNOCK RULE

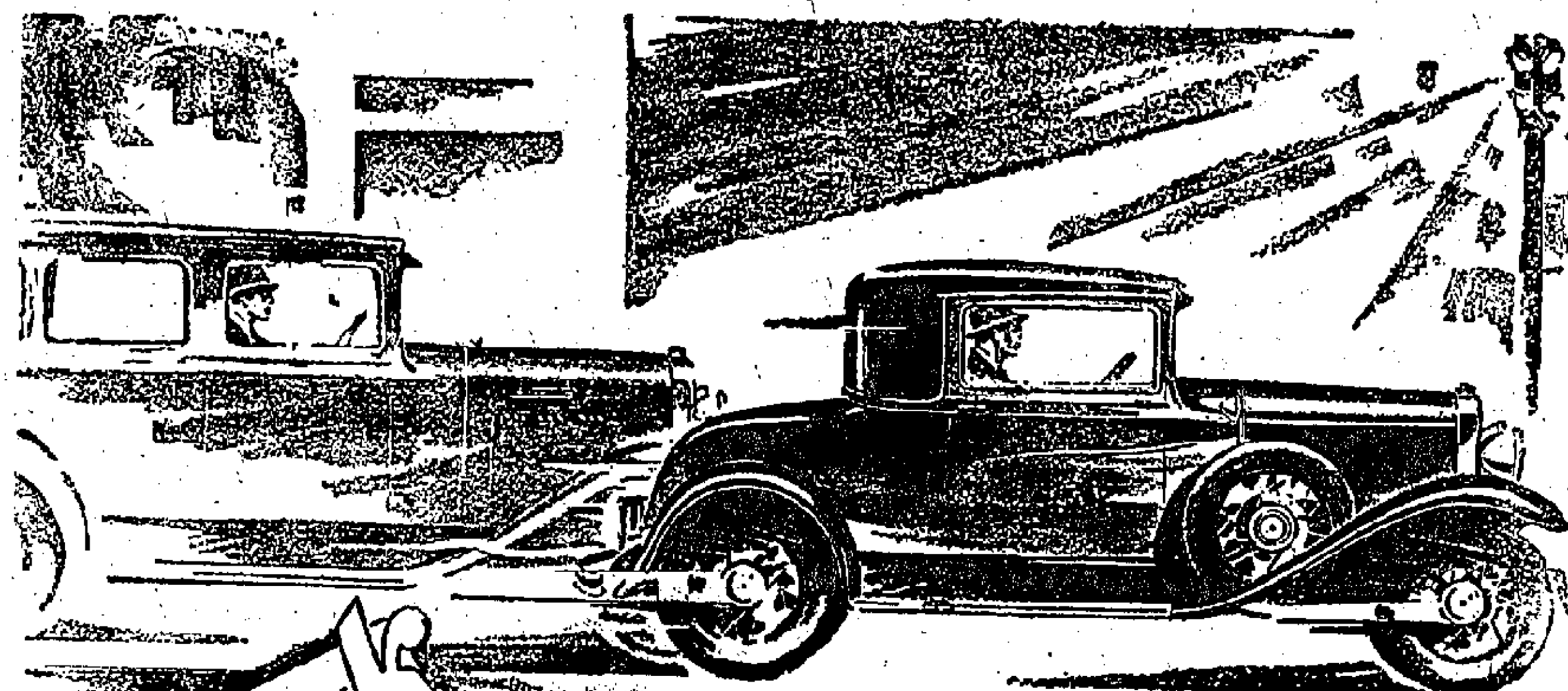
In the article by a lawyer in "Truth" on the liability for damages in "both-to-blame accidents", reference was made to the knock-for-knock rule of the insurance companies in disposing of claims. This matter has since been brought into prominence by a decision of Judge Moore in the Southwark County Court in a case in which the owner of a motor-car sued the owners of a motor-van.

It was not contended that the plaintiff was at fault, but the claim was opposed on the ground that he had refused to divulge the name of his insurance company—a condition on which the defendant's insurance company insisted. His Honour gave judgment for the plaintiff, holding, of course, that he was under no obligation whatever, to say with what company he was insured or, indeed, whether he was insured at all.

Nothing Surprising
There was nothing surprising in the decision; the only surprising thing is that anybody should have supposed that such a defence could succeed. But though it is clear that a disclosure of the information cannot be enforced, it is by no means so clear that it ought always to be refused. As a reason for refusal it is said that a motorist not at fault in an accident may be deprived of his no-claim rebate; but that is not usually so if his company is really satisfied that he was not at fault. The difficulty is that in so many cases, though a motorist honestly believes that he was blameless, the evidence might lead impartial persons—such as a jury—to a different conclusion.

The Whole Object
The whole object of the knock-for-knock agreements, under which damages for an accident are divided between the insurance companies concerned, is to avoid litigation, and reduce to a minimum the cost of dealing with claims. It is obvious that this system of friendly settlements is for the benefit of motorists.

Litigation is expensive, and actions or arbitrations over endless accident claims which are now disposed of on the knock-for-knock principle would be bound to entail a substantial addition to insurance premiums. The reports and accounts of the companies show that, owing to the constant increase of claims, the rates charged for motor insurance even now yield only a very narrow margin of profit.



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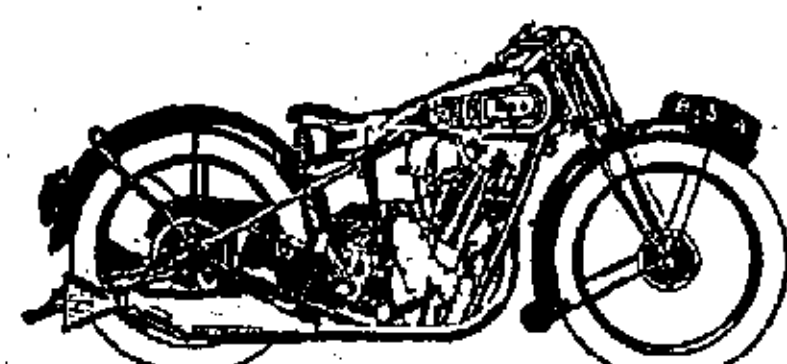
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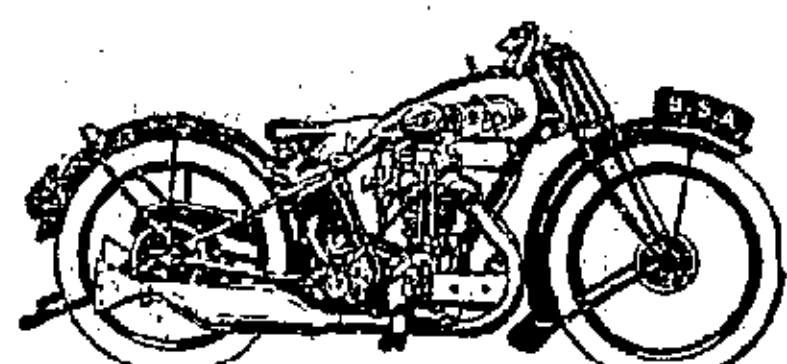
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B.S.A.

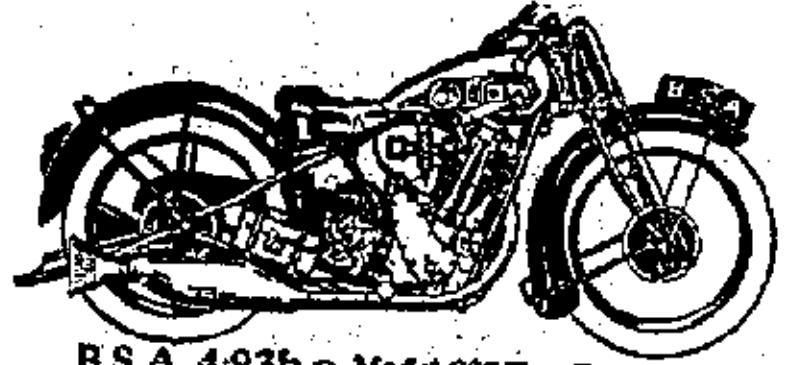
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AND
ALL YOUR HOLIDAYS!



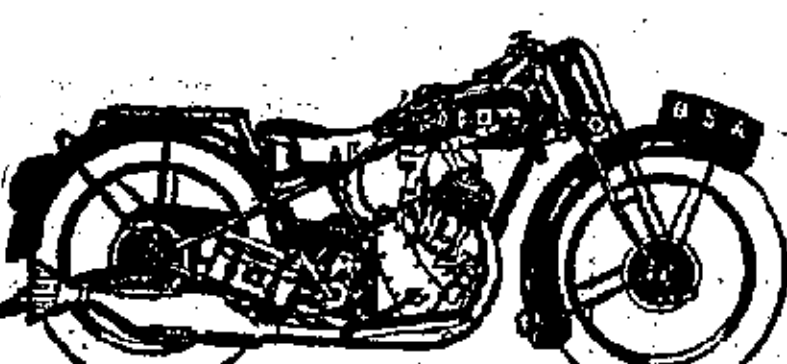
B.S.A. 349 h.p. Model L29 Two Port O.H.V.



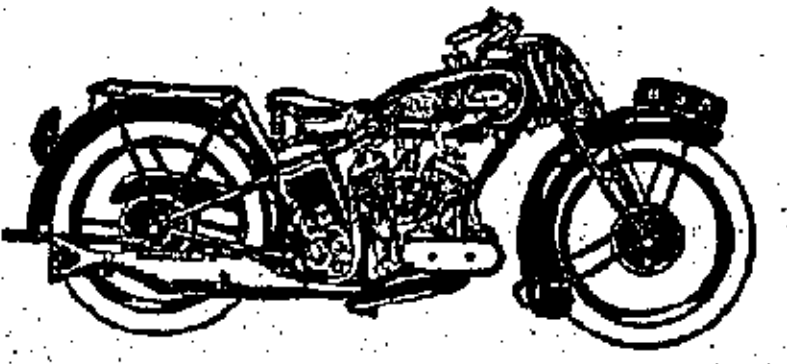
B.S.A. 413 h.p. Model 529 Two Port O.H.V.



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B.S.A. 557 h.p. Model H29 de Luxe.



B.S.A. 770 h.p. Model E29.

B.S.A. POWER will take you up the Peak without a check—decidedly an advantage in Hong Kong where steep roads are so numerous.

B.S.A. SPEED will give you a feeling of road supremacy. B.S.A. SILENCE eliminates the disagreeable noise while riding. B.S.A. SAFETY is ensured on all roads and at all speeds by means of rock-steady steering, perfect stability and really efficient brakes.

B.S.A. ECONOMY means not only in petrol and oil, but in all other upkeep expenses. And B.S.A. RELIABILITY will give you confidence in your machine and pride of ownership.

All these B.S.A. features will combine to make your Summer and all your holidays the most enjoyable and economical.

There is a B.S.A. Model for every rider, a Price for every purse, and Easy Payment Terms to suit the means of all.

WRITE FOR PARTICULARS.

THE SINCERE CO., LTD.

SOLE AGENTS.

TYRE PRECAUTIONS

Changing tyres around from time to time will result in longer tyre life and better all-round service.

When a motorist buys a new spare, we recommend that he put it on the right rear and give that tyre a test for a while. The other tyres should be changed, too, left front to left rear,

etc. Each wheel puts certain strains on a tyre different from that of the other wheels, and by using the tyre on each in turn the wear is evenly distributed and the tyre lasts longer and gives better service.

It is also important to have tyres looked over frequently for minor cuts and bruises, etc., and to have small repairs made promptly. Tyres should be

inflated to the correct pressure, as under-inflation of a few pounds will often result in the loss of hundreds of miles of useful service. Valve caps screwed down tightly by hand should always be used to prevent air leaks.

If motorists will give their tyres ordinary care and attention, they will have less trouble and enjoy greater tyre satisfaction.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:
REPUBLIC MOTOR COMPANY
OF CHINA
30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, AUGUST 29, 1929.

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"HECTOR" 17th Sept. M'Isles, L'don, R'dam, & Glasgow
"HECTOR" 2nd Oct. M'Isles, L'don, R'dam, & Glasgow
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*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
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POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong (V.P.S.) to-day:—Anking, Tokushima Maru, Tjikembang, Hopsang, Haidis, Nanking Maru, Deebank, and Kanchow.

INWARD MAILS.

From	THURSDAY, AUGUST 29.	Per
Shanghai and Amoy	FRIDAY, AUGUST 30.	Kanchow
U.S.A. (Seattle, 10th Aug.), Canada, Japan and Shanghai		President Jackson
Japan and Shanghai	SUNDAY, SEPTEMBER 1.	Kashmir
Manila	MONDAY, SEPTEMBER 2.	Empress of Asia
Calcutta and Straits		Hosang
Manila	TUESDAY, SEPTEMBER 3.	President Pierce
Straits		Kamo Maru
Rabaul	SATURDAY, SEPTEMBER 7.	Bremerhaven
U.S.A. (San Francisco, 9th Aug.), Honolulu, Japan and Shanghai		President Garfield

OUTWARD MAILS.

For	THURSDAY, AUGUST 29.	Per
Sam Shui and Wuchow	FRIDAY, AUGUST 30.	Kochow 4 p.m.
Hoihow, Pakhoi & Haiphong		Chungking 5 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	FRIDAY, AUGUST 30.	
		Tanda (Due Thursday Island, 14th Sept.)
		Parcels Aug. 30, noon
		Registration 1.45 p.m.
		Letters 2.30 p.m.
Shanghai and Japan		Karmala 12.30 p.m.
Swatow, Amoy & Fochow		Hai Ning 2 p.m.
*Straits, Mombasa, Lourenco Marques, South Africa and *South American ports on the East Coast		Kawachi Maru 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles		Kashmir (Due Marseilles, 28th Sept.)
		G.P.O.
Parcels	Aug. 30, 4.30 p.m.	Parcels Aug. 30, 5 p.m.
Registration	Aug. 31, 9 a.m.	Registration Aug. 31, 9.45 a.m.
Letters	Aug. 31, 10 a.m.	Letters 10.30 a.m.
	SATURDAY, AUGUST 31.	
Hoihow, Pakhoi and Haiphong		Chekiang 9.30 a.m.
Haiphong		Canton 1.30 p.m.
Manila		President Jackson 4.30 p.m.
Amoy		Kingyuan 5 p.m.
	SUNDAY, SEPTEMBER 1.	
Shanghai		Kanchow 9 a.m.
Bangkok via Swatow		Kaying 9 a.m.
Swatow, Amoy and Formosa		Canton Maru 9 a.m.
	MONDAY, SEPTEMBER 2.	
Straits and Calcutta		Sui Sang
		Parcels Sept. 2, noon
		Letters 1 p.m.

*Superscribed correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 38, Wyndham Street, Hong Kong.

STRESS OF WEATHER

STEAM LAUNCH COXSAINS
APPEAR IN COURT

CONVICTED AND CAUTIONED

The coxswains of the motor launches "Tak Lee," "Hoi Cheung" and "San Wing Kee" were charged this morning at the Marine Court, before Commr. T. W. H. Rosegood, R.N., with allowing their vessels which are licensed as Class 1 launches to be in the harbour of Aberdeen which is outside the limits of the Victoria Harbour.

The first accused pleaded that his launch was damaged by the typhoon, and as the wind was blowing to the direction of Aberdeen, his launch was carried there. Immediately on arrival, he reported the matter at the Aberdeen Police Station.

Met With Typhoon
Second accused said that he went out to deliver provision to the s.s. "Tilawa" on the day in question, which happened to be the day when Hong Kong was visited by the typhoon. On his way back, he came across the third accused. The latter's craft was in difficulty; her engines having broken down, and he took her in tow. The typhoon came on and they were compelled to seek shelter in Aberdeen harbour. They had also reported the matter at the Police Station.

His Worship said that he was satisfied that it was due to the stress of weather that they were found in Aberdeen. He would enter a conviction and let them off with a caution this time. They had no business to take their vessels out after the typhoon signals were hoisted.

A Bad Joss
A similar charge was also preferred against the coxswain of the "Hee Lee," who said that he took his launch out to Aberdeen in order to offer joss to the departed spirits. He was fined \$20.

AFTER HOURS

POLICE AND GIRL FRIENDS IN
EATING HOUSE

COMRADE'S ALLEGATION

Mr. A. E. Hall appeared this morning at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, to defend a Chinese who was charged with having kept his eating house (Kai Fung) open after midnight.

Police Constable C.441 told the Court that he was on duty in Wuhu Street, Hunghom, and at 12.15 he saw about five people in the defendant's shop. He told him to shut his shop up. When he returned at 1.30 a.m., he saw a man whom he recognised as P.C. C.164 sitting with two girls eating.

As P.C. C.164 was not present, Mr. Hall implied that he did not want the constable in Court to tell the other, who was absent, his (Mr. Hall's) defence.

The Magistrate agreed and granted an adjournment for one week, for Mr. Hall to apply to the C.S.P. for the attendance of P.C. 164.

THE BUDGET

It is learned that the Budget will be introduced into the Legislative Council on Thursday next.

The reports of the Stamp duty Committee and the Salaries Commission will be tabled at the same meeting.

CHILDREN KIDNAPPED

AND SOLD

HEARTLESS UNCLE

WIFE OF HIS NEPHEW ENTICED AWAY

"A FAMILY LOST"

A story of how an uncle heartlessly enticed away the wife of his nephew during the latter's absence, kidnapped his three children, and sold two of them, was unfolded at the Central Magistracy this morning when the man was charged before Mr. E. W. Hamilton.

The case for the prosecution was conducted by Detective Inspector W. Shannon. He said that all the parties lived in Shan-chuen village, Shun-tak district, Chinese territory. At the beginning of February the complainant left his wife and three children in the village in the charge of accused and went to Kongmoon to work in a tea-house.

No Trace Left

In March he paid a visit to his family and everything was in order. When he came to Shan-chuen again on June 14 he found that his family was gone. Thinking that they had returned to his native village of

FAIR

This morning's weather report from the Royal Observatory states:

Pressure is highest in the vicinity of the Bonins and is relatively low over China and in a trough extending from Indo-China to the Ladrone.

The depression remains to the north of Hokkaido and a typhoon may be developing to the east of Luzon.

Forecast:—East or variable winds, moderate; fair.

Chen-shan, in the Pun-yue district, the complainant hunted for them there but could find no trace of them.

He then let out that he had lost his family, and subsequently his brother who worked in a tea-house in Hong Kong informed complainant that his wife and two of the children were living here with accused on the second floor of No. 10, Kwong Hon-terrace, off Aberdeen-street.

Found in Hong Kong

Complainant came to Hong Kong and met the accused in the street. He, his brother and accused then went to a tea-house in Queen's-road Central where they discussed matters, and not being able to come to a satisfactory settlement, the complainant and his brother took accused to the Central Police Station where they accused him of living as man and wife with complainant's wife and kidnapping complainant's children, two of whom were brought to Hong Kong.

The Police referred the matter to the Secretariat for Chinese Affairs who later referred back to the Police, asking the latter to charge accused.

The woman would tell the Court that whilst in the village during her husband's absence, the accused had lived at her house for a week on two occasions. Then, at the beginning of June, accused said that he had received a letter from complainant asking him to take the wife and three children to Kongmoon to the

BOYS AS CARRIERS

FRESH LIGHT ON THE OPIUM TRAFFIC

AGE IN DOUBT

A Chinese youth who gave his age as 16 years, this morning pleaded "guilty" before Mr. E. W. Hamilton, at the Central Magistracy, to a charge of unlawful possession of 100 laels of prepared non-Government opium.

His Worship deferred sentence, remarking that the accused claimed to be 16 but looked older, although he could not be more than 18. He had probably said he was 16 in order to get beaten. If he decided to send him to jail, it would be for 12 months.

Mr. Hamilton added: "The trouble is that these people are beginning to use small boys as carriers."

Accused was remanded until Saturday morning.

Dragon Boat races. She believed him and agreed to go.

Elder Girl Sold

Accused took the family first to Canton and then to Honam where they stayed until July 3. Whilst at Canton the accused sold the complainant's elder daughter. On July 4, he brought the woman and the other two children, another girl and a boy, to Hong Kong, where they lived at No. 10, Kwong Hon-terrace up to the time of their discovery and accused's subsequent arrest.

The complainant's wife would also tell the Court that, being a country woman and not knowing her way about in Hong Kong she had perforce to live with accused as his wife. She did complain to the principal tenant of the house, however, but the latter did not want to listen, saying that it had nothing to do with her. This woman could not be found now, having absconded, owing rent.

Sale of the Boy

Immediately after arrival here on July 4, accused went to a go-between to arrange the sale of the complainant's son. On the 5th he was taken to another go-between in Ladder-street where the sale was made and the boy handed over. On the 8th the sale money, \$245, was handed over to accused and the usual presentation document drawn up.

Subsequently the boy was recovered at No. 44 Bonham-strand East. The woman who had bought the boy had done so in good faith.

The Magistrate here remarked that he doubted if the accused could be charged with kidnapping the woman also because he had lived with her in the village.

Inspector Shannon said that the woman denied that she had cohabited with accused in the village, but admitted doing so at Canton, Honam and Hong Kong. She was lived away from the village by the accused's story of going to her husband at Kongmoon.

Asking For Trouble

The Inspector added that in leaving his family in a strange village, (the wife was a native of Canton), the husband was asking for trouble, but the Magistrate said that it was not unusual.

The complainant, in the witness box, said that the woman was his 16 fat wife and they had been married for 16 years. Accused was his uncle. Witness corroborated the Inspector's opening statement.

Replying to the Magistrate, Inspector Shannon said that the complainant did not want to charge his wife because he was anxious to take her to Canton with him to try to find the elder daughter.

Accused alleged that the woman was complainant's concubine and the 16 fat was in the country, but complainant denied this.

Woman "Stupefied"

The complainant's wife was then called to give evidence. When asked if she had lived with accused as his wife in Honam, she said that she did not know because she was stupefied, having been drugged by accused.

His Worship remarked that he had heard that story before. There was some laughter among the audience, and his Worship sternly warned them that if there was any more laughter they would be turned out.

Questioned about her elder daughter, the woman said she did not know and repeated that she was stupefied. In Hong Kong she knew that accused wanted to sell her son, and when she cried he scolded her. Eventually he sold the boy without her consent.

She admitted that she did cohabit with accused in Hong Kong, but she had no choice in the matter, being a stranger.

At the conclusion of the evidence, accused was asked what he had to say against the law.

Replying to a question, Inspector Shannon said that accused did not give the Police any assistance in finding the girl sold in Canton.

His Worship sentenced accused to six months' hard labour, and a fine of \$100 or three months' jail, the two terms of imprisonment to run consecutively if the fine was not paid.

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son, and seduced his wife. That was against the law.
Replying to a question, Inspector Shannon said that accused did not give the Police any assistance in finding the girl sold in Canton.
His Worship sentenced accused to six months' hard labour, and a fine of \$100 or three months' jail, the two terms of imprisonment to run consecutively if the fine was not paid.

With regard to the sale of the boy, his Worship directed to be returned to the purchaser, an elderly woman named Chan Yee, the sum of \$210 recovered from accused, and \$22 recovered from the go-between, making the total sum of \$232. Where the balance of \$18 had gone to, his Worship said he did not know. He added that he was satisfied that Chan Yee was not in any way to blame in the matter.

TO-DAY TO SATURDAY
Daily at 2.30, 5.20, 7.15 & 9.15 p.m.

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This is the great picture upon which the famous comedian has worked a whole year.

AT THE
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